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FOURTH ANNUAL REPORT

OF THE

BOARD

OF

Railroad Commissioners

OF

NORTH CAROLINA,

FOR THE

Year Ending December 31, 1894.



RALEIGH, N. C.:
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North Carolina Railroad Commission.

JAMES W. WILSON, CHAIRMAN;
THOMAS W. MASON,
EUGENE C. BEDDINGFIELD.

HENRY C. BROWN, CLERK.

STATE OF NORTH CAROLINA.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

RALEIGH, December 31, 1894.

To the Honorable ELIAS CARR,

Governor of North Carolina.

SIR:—In pursuance to the requirements of the law, the undersigned Board of Railroad Commissioners have the honor to submit this their Fourth Annual Report, embracing a full statement of the reports of all the Railroad, Steamboat, Telegraph and Telephone Companies doing business in this State, together with the valuation of their property as assessed for taxation. Their financial condition as shown by these reports is not satisfactory. This is in a great measure to be attributed to the great business depression now prevailing in the entire country, by reason of which three of our largest systems have been forced to go into the hands of Receivers, viz., the Richmond and Danville Company, the Cape Fear and Yadkin Valley and the Carolina Central. The first mentioned has since been fully reorganized, and is now admitted to be on a most solid basis.

Embodied in this Report are the Rules adopted by this Board, as well as the Proceedings and Decisions rendered by them on all matters of a general interest. Considering the magnitude of the business involved, it reflects great credit on the management of these corporations that the number of complaints have been comparatively so few. Many complaints made to this office were the result of a mistake, and had only to be called to the attention of the managing officer of the company to have a fair adjustment. Others seem to be of so trivial importance as not to be worthy of the time given them. We have investigated all without any expense to the party aggrieved, and most generally to their entire satisfaction. In our efforts in this line we have been met in a most friendly spirit by the different systems, and the result has been to create a more friendly feeling between the Railroads and the people than has ever before existed. In business like that of railroad transportation, involving, as it does, every variety of circumstance and contingency and affecting the public so universally, questions are constantly arising which must be settled by some tribunal clothed with legal authority. In the discharge of this duty we seldom had any precedent to guide us, and with our views of right and justice

have made the precedents. From the inspection of the roads occasionally made by the Commission, we are glad to be able to report them as generally in as good condition as their necessities demand or their earnings will justify. On two or more roads improvements are necessary, these have been notified by us. With the slow schedules and light traffic upon them no immediate danger is apprehended, nevertheless we must say that long delayed improvements will not be consistent with public security.

During the past year the following roads were entirely or in part constructed :

	Miles.
Glendon and Gulf	6.26
Wilmington, Newbern and Norfolk	14.10
Northampton and Hertford	9.00
Total	29.36

The following were abandoned :

Cashie and Roanoke, 15 miles ; Jamesville and Washington, 15 miles.

The taxable property was increased during the year \$336,656.89.

The valuation of railroad property in this State prior to the organization of this Commission as a Board of Appraisers in 1890 was \$12,424,540 ; in 1894, \$24,565,611. Being an increase of about 100 per cent.

The North Carolina Railroad is now the only corporate property within the State in part exempt from taxation. The efforts of your Excellency to do away with this exemption, and the difficulties attending the same, will doubtless form a part of your forthcoming message to the Legislature.

In our last Report we said: "Any suggestions as to the amendment of the Commission Act will best be made in our Report for 1894, when we will also call attention to the opinions of the Supreme Court in the cases which have been carried to that Court by appeal from the decisions of the Railroad Commission."

In our Report for 1892 we said: "We have called the attention of your Excellency more particularly to these cases, because we believe that each of them will be carefully reviewed by the Supreme Court, and that the opinions rendered therein will be of more value in suggesting any amendments to the Act that may be needed than anything we can say."

The first of these opinions is in the case of the Atlantic Express Company *vs.* The Wilmington and Weldon Railroad Company and

The Richmond and Danville Railroad Company, reported in 111 N. C. R., 463. While the Court held that the plaintiff was not entitled to the relief asked, and "that so much of the order of the Commission as determines that 'the refusal of the defendants to grant to the plaintiff facilities for conducting an express business was a violation of the terms of said act,' is not warranted by the statute under consideration," it carefully considered "the important question of jurisdiction suggested in the answers of the defendants and the arguments of counsel," holding that the Commission had jurisdiction of the subject-matter of the complaint, and that the Act creating the Commission was valid and constitutional. We desire to call attention to the following words of the opinion: "Its amendment, in many particulars, may well be considered by the lawmakers. Among its defects, we find the strange omission of any provision in section 10 as to the effect to be given to the determination of the Commission in an action brought in the Superior Court for the enforcement of the penalties prescribed. Whether, in the absence of an appeal, such a determination is conclusive, or whether it simply amounts to a *prima facie* case, are questions left in very great doubt."

We respectfully suggest that the Act be so amended as to make it clear whether the determinations of the Commissioners, when not appealed from, in actions for the enforcement of the penalties are conclusive or present only a *prima facie* case.

In the case of *Mayo vs. Telegraph Company*, Report of the Commission 1892, page 560, the question was presented whether the Act of the General Assembly gave to the Commission supervision of the manner in which telegraph companies perform the duties which they owe to the public. The Commission being of opinion that it had this supervision, the case was taken by appeal to the Supreme Court, and the opinion there appears in 112 N. C. R., 343. It was held: "There is nothing to show the intent of the statute to give to the Commission power to prescribe other rules and regulations for telegraph lines than those directed in section 26 with regard to their charges for the transmission of messages, as neither of the other sections could be made to apply to telegraphs, even if the same had been specifically named."

In the case of *State on Relation of the Railroad Commissioners vs. Western Union Telegraph Company*, Report 1892, page 605, the question was presented whether telegraphic messages transmitted by a company from and to points in this State, although traversing another State in the route, do not constitute interstate commerce. The Commission decided that such a transmission of messages did not constitute interstate commerce. This case was taken by appeal to the Supreme

Court, and the decision of the Commission was sustained by the opinion of the Court, which appears in 113 N. C. R., 213. The Court, however, modified the order of the Commission, which directed the defendant to transmit commercial messages at the rate prescribed by the Commission when tendered to any point in North Carolina—citing and approving the former decision of *Mayo vs. Telegraph Company*.

We have called attention to these two last-mentioned opinions of our Supreme Court that the General Assembly may consider whether it would be wise to give to the Commission supervision of the manner in which telegraph companies perform the services which they undertake for the public. It may not be improper to state that many complaints of this service have been made to us, of which we did not have jurisdiction under the Act of the General Assembly as thus construed by the Court.

J. W. WILSON, *Chairman*;

T. W. MASON,

E. C. BEDDINGFIELD,

Commissioners.

RAILROAD COMMISSION ACT.

[AS AMENDED.]

AN ACT TO PROVIDE FOR THE GENERAL SUPERVISION OF RAILROADS, STEAMBOAT OR CANAL COMPANIES, EXPRESS AND TELEGRAPH COMPANIES DOING BUSINESS IN THE STATE OF NORTH CAROLINA.

The General Assembly of North Carolina do enact:

SECTION 1. That there shall be three Commissioners elected by the General Assembly to carry out the provisions of this act, and no member of this General Assembly shall be eligible for the position of Railroad Commissioner. The term of office of said Commissioners shall begin on the first day of April next after their election and shall continue for six years, but the terms of office of the Commissioners first elected, which shall be by the General Assembly, shall be as follows: one for two years, one for four years and one for six years. The General Assembly next preceding the expiration of the term of office of any of said Commissioners shall elect his successor. In case of vacancy the Governor shall appoint to such vacancy, and his appointee shall hold until the qualification of his successor, who shall be elected by the General Assembly that convenes next after the vacancy has taken place, and the person then chosen shall hold the office for the unexpired term. The said Commissioners, in addition to the oath to support the Constitution and laws of the United States and the Constitution and laws of the State of North Carolina, shall take, to be administered by one of the Judges of the Supreme Court, the following oath of office, which oath shall be signed by said Commissioner and attested by said Judge and recorded in the office of the Secretary of State: "I do solemnly swear (or affirm) that I am not the owner of any steamboat or of any stock or bond of any railroad or other transportation company, express or telegraph company, or the agent or attorney or employee of such com-

General Assembly to elect three Commissioners. Member of General Assembly ineligible.

Term of office.

Vacancies.

Oath.

pany; that I have no interest in any way in any such company, and that I will well and faithfully execute the duties of my office of Railroad Commissioner to the best of my knowledge and ability, without fear, favor or malice, or reward or hope of reward: so help me God."

Qualifications of Commissioners.

Said Commissioners shall not jointly, or severally, or in any way, be the holder of any stock or bond, or be the agent or attorney or employee of any such company, or have any interest in any way in such company, and shall so continue during the term of his office, and in case any Commissioner shall as distributee or legatee, or in any other way, have or become entitled to any stock or bonds or interest therein of any such company he shall at once dispose of the same; and in case any Commissioner shall fail in this, or in case any one of them shall become disqualified to act, then it shall be the duty of the Governor to suspend him from office, and to report the fact of his suspension, together with the reason therefor, to the next General Assembly, and the question of his removal from office shall be determined by a majority of the General Assembly in joint session. In any case of suspension the Governor shall fill the vacancy, and if the General Assembly shall determine that the Commissioner suspended shall be removed, then the appointee of the Governor shall hold until his successor is elected and qualified as hereinbefore provided, but if the General Assembly shall determine that the suspended Commissioner shall not be removed from his office, then the effect shall be to reinstate him in said office. The person discharging the duties of said office shall be entitled to a salary for the time he is so engaged, but a Commissioner who is suspended shall be allowed the salary during his suspension in case he should be reinstated by the next General Assembly: *Provided*, that no person is eligible as such Commissioner who shall have been an attorney of any such company within twelve months next preceding his election to such office.

Suspension from office by Governor.

Vacancy.

General Assembly to determine question of suspension.

Reinstatement.

Salary during term of suspension.

Attorneys of companies ineligible.

Salary of Commissioners.

SEC. 2. That the salary of the Commissioners shall be two thousand dollars per annum, payable annually by the

public Treasurer on the warrant of the Auditor, and they may employ a Clerk whose salary shall be twelve hun- Clerk.

dred dollars, which shall be paid quarterly on the warrant of the Auditor out of any funds not otherwise appropriated. The office of said Commissioners shall be kept in Raleigh, and they shall be furnished with an office, necessary furniture and stationery, which shall be paid for by the public Treasurer on the warrant of the Auditor.

Office to be in Raleigh.

Any one of said Commissioners shall have power to administer an oath or affirmation in any and all matters

Commissioners authorized to administer oaths.

relating to their official duties. The General Assembly shall designate the chairman of said Commissioners, and in the event of the vacancy or the absence of the chairman, the Board of Commissioners shall fill the vacancy

General Assembly to designate chairman.

pro tem. Any two Commissioners shall constitute a quorum for the transaction of business.

SEC. 3. That from and after the passage of this act if any railroad doing business in this State, or any such company organized under the laws of any other State and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad in this State which has the right, license or permission to use, operate or control the same, shall be deemed guilty of extortion, and upon conviction thereof shall be fined not less than five hundred nor more than five thousand dollars, to be recovered as provided for in section seven of this act.

Railroad company charging unreasonable rates, &c., guilty of extortion.

Penalty.

SEC. 4. That if any common carrier subject to the provisions of this act shall directly or indirectly, by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered or to be rendered in the transportation of passengers or property subject to the provisions of this act than it charges, demands or collects or receives from any other person or persons for doing for him or them a like and

Common carriers demanding, &c., greater or less compensation for transportation from one person than another, guilty of unjust discrimination.

contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and any person, persons, company or corporation violating the provisions of this section shall be, upon conviction thereof, fined not less than one thousand nor more than five thousand dollars for each and every such offence.

Unlawful to give undue preference, &c.

Penalty.

Commissioners to make rates of freight and passenger tariff, etc.

What to consider in making rates.

To make rules as to charges for handling freight and baggage.

As to unjust discriminations.

SEC. 5. That the said Commissioners appointed as hereinbefore provided, shall, as hereinafter provided, make reasonable and just rates of freight and passenger tariffs, or cause the same to be furnished by any railroad company, and the same, when approved by said Commissioners, shall be observed by such company or companies doing business in this State; and in making said rates they shall, unless such railroad company or companies shall fail to furnish the needed information, consider, as far as practicable, the actual value of the employed capital of the corporation, the earnings of the railroad and the cost of operating the same, the competition of rival lines of water and railroad transportation companies within the State, and any and all other matters proper to be considered by them; shall make reasonable and just rules and regulations to be observed by all railroad companies doing business in this State as to charges at any and all stations for the necessary handling and delivering of freight; shall make such just and reasonable rules and regulations as may be necessary for preventing the careless handling of and damage to any parcel of baggage to

which a check may be affixed as provided in section 1970 of *The Code* of North Carolina, unjust discrimination in the transportation of freight and passengers on the railroads in the State; shall make reasonable and just rates of charges for use of railroad cars carrying any and all kinds of freight and passengers on said railroad, no matter by whom owned or carried; and shall make just and reasonable rules and regulations to be observed by said railroad companies on said railroads to prevent the giving, paying or receiving of any rebate or bonus directly or indirectly, and from misleading or deceiving the public in any manner as to the real rates charged for freight or passengers; and may make or cause to be furnished by the several roads joint through rates upon the railroads of the State; and shall make all just and reasonable rules, regulations and orders as may be necessary for carrying into effect the provisions of this act. Any company refusing to comply with any rule, regulation or order of the said Railroad Commission made in pursuance of this section, shall incur a penalty, to be fixed as provided in section 20 of said Act of 1891, and all penalties fixed by the Railroad Commission in any case shall be recovered as provided in the tenth section of said Act of 1891. Whenever an action is instituted by the said Railroad Commission against any company, the cause shall be entitled, "State of North Carolina on the relation of the Railroad Commission against said company," and whenever such action is instituted upon the complaint of any injured person or corporation the case shall be entitled, "State of North Carolina on the relation of the Railroad Commission, upon the complaint of such injured person or corporation against said company."

As to charges for carrying freight and passengers.

To prevent giving rebate, &c.

Joint through rates.

Penalty for violation of this section.

SEC. 6. That it shall be unlawful for any common carrier, subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included

Unlawful to charge more for shorter than long distance, &c.

Not to charge as much for short as long distances.

Special cases.

Relief from operation of this section.

Inter-State transportation of freight.

To investigate complaints as to Inter-State rates of freight, and bring to attention of Inter-State Commerce Commission.

Special rates for development of manufacturing, &c., improvements.

within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however,* that upon application to the Commission appointed under the provisions of this act such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the Commission may, from time to time, prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act: *Provided,* that nothing in this act contained shall be taken as in any manner abridging or controlling the rates of freight charged by any railroad in this State for conveying freight which comes from or goes beyond the boundaries of the State, and on which freight less than local rates on any railroad carrying the same are charged by such railroads, but said railroad companies shall possess the same power and right to charge such rates for carrying such freight as they possessed before the passage of this act: *Provided further, however,* that upon the complaint of any person or persons, corporation or corporations, to said Commissioners of any unjust discrimination in carrying freight which comes from or goes beyond the boundaries of the State by any railroad company, whether organized under the laws of this State or organized under the laws of another State and doing business in this State, the said Commissioners shall investigate said complaint, and, if the same be sustained, it shall be the duty of said Commissioners to bring said complaint before the Interstate Commission for redress in accordance with the provisions of the act of Congress establishing said Interstate Commerce Commission: *Provided further,* that the Railroad Commissioners conjointly with such companies shall have authority to make special rates for the purpose of developing all manufacturing, mining, milling and internal improvements in the State: *Provided further,* that nothing in this act shall prohibit railroad or steamboat com-

panies from making special passenger rates with excursion or other parties, also rates on such freights as are necessary for the comfort of such parties, subject to the approval of the Commissioners.

Special excursion rates, &c.

SEC. 7. That the said Commissioners are hereby authorized and required to make for each of the said companies doing business in this State, as soon as practicable, just and reasonable rates of charges for transportation of passengers and freights and cars on each of the railroads, or cause the same to be made by said companies, and the schedule containing said rates shall, in suits brought against any such company wherein is involved the charges of any such company for the transportation of any passenger or freight or cars, or unjust discrimination in relation thereto, be taken in all Courts of this State as *prima facie* evidence that the rates therein fixed are just and reasonable rates of charges for the transportation of passengers and freights and cars upon the railroads; and said Commissioners shall from time to time, and as often as circumstances may require, change and revise or cause to be changed and revised said schedules. When any schedule shall have been made or revised as aforesaid it shall be the duty of all such companies to post at all their respective stations in a conspicuous place a copy of said schedule for the information of the people. All such schedules as aforesaid shall be received and held in all such suits as *prima facie* evidence the schedules of said Commissioners, without further proof than the production of the schedules desired to be used as evidence, with a certificate of the Commissioners that the same is a true copy of the schedule prepared or approved by them for the railroad company or corporation therein named: *Provided*, that any company may appeal to the Judge of the Superior Court in term-time and thence to the Supreme Court from any determination of the Board fixing or refusing to change the rate of freight or fare; but before such company shall be allowed to exercise this right of appeal, it shall, within ten days after notice of the rates fixed by the Commissioners, file with the Board excep-

Commissioners to make rates of charges for transportation of passengers and freight.

Schedule to be *prima facie* evidence of justice and reasonableness of rates.

Change of schedules.

Companies to post schedules at stations.

Schedules to be *prima facie* evidence, &c.

Appeal by company.

Exceptions to be filed.

Notice of appeal.	tions to the particulars that it objects to, and the grounds thereof, and within ten days after filing such exception the Commissioners shall hear the same, and if they shall overrule any one of said exceptions, then such corporation, if it desires to appeal to said Superior Court, shall, within ten days thereafter, give notice of appeal to said Superior Court, and the said Commissioners shall thereupon transmit to the Superior Court of some county most convenient to all parties interested in said appeal a record of their determinations of the rates of said corporation, with the exception of the company and their decisions thereon, and all the papers and evidence considered by them in making their decision. The said cause shall be placed on the civil issue docket of said Court and shall have precedence of other civil actions, and shall be tried under the same rules and regulations as are prescribed for the trial of other civil causes, except that the rates fixed by the Commissioners shall be <i>prima facie</i> just and fair: <i>Provided</i> , the appeal may, by consent of the Commissioners and the company, be heard and determined in chambers before any Judge of a district through or into which the railroad may extend, or any Judge holding Court therein. The cause shall be entitled "State of North Carolina on the relation of the Railroad Commissioners against such company." Either party may appeal to the Supreme Court from the judgment of the Superior Court under the same rules and regulations as prescribed by law for appeal, except that the State of North Carolina, if it shall appeal, shall not be required to give an undertaking or make any deposits to secure the cost of such appeal; and such Court may advance the cause on their docket so as to give the same a speedy hearing: <i>Provided</i> , that the rates of freight and fare fixed by the Commissioners shall be and remain the established rates, and shall be so observed and regarded by such corporations, until the same shall be changed, reversed or modified by the judgment of the Superior Court, unless the railroad company shall, within fifteen days, file with said Commissioners a justified undertaking (in a sum to be fixed by said Commissioners) conditioned
Commissioners to transmit record, &c.	
Appeal to have precedence.	
How tried.	
Appeals heard in chambers by consent.	
Title of cause.	
Appeal to Supreme Court.	
Advancement of cause on docket.	
Rates fixed by Commissioners to remain until reversed on appeal, unless company files undertaking, &c.	

to pay into the Treasury of North Carolina the difference between the aggregate freights charged or received and those fixed by said Commissioners, and to make a report of freights charged or received every three months during the pendency of such appeal, and whenever the aforesaid difference in freights equal or exceed the penalty of such undertaking or undertakings said Commissioners may require another to be executed and filed with them. From the time the undertaking first mentioned is filed as aforesaid the judgment appealed from shall be vacated, but a failure for ten days to file any additional undertaking required as aforesaid by said Commissioners shall *eo instanti* revive such judgment. Out of the funds paid into said Treasury under this section shall be refunded to shippers the overpaid freight ascertained by the final determination of the appeal, on the recommendation of said Commissioners: *Provided*, application therefor is made within one year from such final determination. Said undertaking shall be payable to the State of North Carolina and sued on as other undertakings which are payable to said State: *And provided further*, that such rates fixed by the Commissioners, when approved or confirmed by the judgment of the Superior Court, shall be and remain the established rates and shall be so observed and regarded by such corporation until the same shall be changed, revised or modified by the final judgment of the Supreme Court if there shall be an appeal thereto. No Judge shall grant an injunction, restraining order or other process staying or affecting, during the pending of such appeal, the enforcement of any such determination of the said Board fixing rates or fares without requiring as a condition precedent the executing and filing with said Board a justified undertaking in the sum of not less than twenty-five thousand dollars for all companies whose road is of less length than fifty miles and fifty thousand dollars for companies whose road is over fifty miles in length, conditioned that the company will make and file with said Board a sworn statement every three months, during the pending of said appeal, of the items of freight, with names

Additional
undertaking.

Judgment vacated on filing of undertaking.

Judgment revived on failure to file additional undertaking.

Refunding to shippers.

Proviso.

Suit on undertaking.

Rates, when approved on appeal to Superior Court to be established rates, until reversed on appeal to Supreme Court.

No Judge to grant injunction unless requiring undertaking to be filed with Commissioners, &c.

Conditions of undertaking.

of shippers, carried over said company's road within the preceding ninety days, showing the freights charged and those fixed by said Board, and that in the event the determination of said Board appealed from is affirmed in part or in whole the said company shall within thirty days pay into the Treasury of North Carolina the aggregate difference between the freights collected and those fixed by the final determination of the matter appealed. Whenever the aggregate difference between the freights collected and those fixed by the Board shall equal or exceed the sum specified in said undertaking, the said Board shall notify the appellant or appellants that another justified undertaking in like sum and with the same conditions as aforesaid is required to be executed and filed with said Board. A failure to file with said Board the sworn statement provided for in this section or any one of them when more than one is required or asked for, or a failure to give an additional undertaking when required within fifteen days from notice so to do, shall vacate and render null and void any restraining order, injunction or other process to stay the enforcement of any determination of said Board as to schedules of rates, etc. When any of the conditions of such undertaking or undertakings are broken the said undertaking or undertakings may be sued on and enforced in the name of the State of North Carolina on the relation of the Attorney General by summons returnable to the Superior Court of any county in the State at a regular term thereof. In cases where the sworn statements herein required to be made are not made, the whole penalty of the undertaking or undertakings shall be enforced and paid into the State Treasury. The sums paid into the Treasury under the provisions of this section shall be used to reimburse the shippers of freights for the excess of freights paid over what should have been paid, such reimbursements to be made on recommendation of said Board: *Provided*, application therefor is made within one year after the determination of the appeal in which the undertaking or undertakings were given. The recovery in each undertaking shall be applied as aforesaid to such

Additional undertaking.

When injunction to be deemed vacated, &c.

Action on undertaking.

Reimbursement of shippers.

Proviso.

Application of recovery on undertaking.

excess of freights as is paid during the period covered by such undertaking. The Solicitor of the district shall prosecute the action in his Court on behalf of the State, and shall be allowed such fees, to be taxed in the bill of costs, as the Court may order; and the Attorney General shall prosecute on appeal to the Supreme Court on behalf of the State and shall be allowed such fees, to be taxed in the bill of costs, as the Court shall allow. Each railroad corporation or other company as hereinbefore named shall, within thirty days after the organization of the Commissioners, file with said Commissioners a schedule of their rates of charges for freight and passenger tariffs, and the said Commissioners are authorized and required to publish the said rates or a summary thereof in some convenient form for the information of the public and quarterly thereafter the changes made in said schedules if they deem it advisable.

Solicitor to prosecute action.

Attorney General to prosecute on appeal to Supreme Court.

Companies to file schedule of rates with Commissioners within thirty days after organization.

Commissioners to publish.

SEC. 8. That it shall be the duty of said Commissioners in the discharge of their duties under this act to investigate the books and papers of all the railroad companies doing business in the State, to ascertain if the rules and regulations aforesaid have been complied with and to make personal visitations of railroad offices, stations and other places of business for the purpose of examination and to make rules and regulations concerning such examinations, which rules and regulations shall be observed and obeyed as other rules and regulations. Said Commissioners shall have full power and authority to examine all officers, agents and employees of said railroad companies and other persons, under oath or otherwise, in order to procure the necessary information to make just and reasonable rates of freight and passenger tariffs and to ascertain if such rules and regulations are observed or violated, and to make necessary and proper rules and regulations concerning such examinations, and which rules and regulations herein provided for shall be obeyed and enforced as all other rules and regulations provided for in this act.

Duties of Commissioners.

Empowered to examine officers &c., under oath, &c.

Contracts between railroad companies as to rates to be submitted to Commissioners, &c.

Arrangements, &c., for division of earnings to be submitted, &c.

Commissioners to make necessary rules, &c.

Agreement not approved by Commissioners to be deemed violation of this act.

Penalty against company violating rules and failing to make recompense.

Action to recover penalty.

SEC. 9. That all contracts and agreements between railroad companies doing business in this State as to rates of freight and passenger tariffs shall be submitted to said Commissioners for inspection and correction that it may be seen whether or not they are a violation of law or of the provisions of this act, or of the rules and regulations of said Commissioners; and all arrangements and agreements whatever as to the division of earnings of any kind by competing railroad companies doing business in this State shall be submitted to said Commissioners for inspection and approval in so far as they affect rules and regulations made by said Commissioners to secure to all persons doing business with said companies just and reasonable rates of freight and passenger tariffs, and said Commissioners may make such rules and regulations as to such contracts and agreements as may then be deemed necessary and proper, and any such agreements not approved by such Commissioners, or by virtue of which rates shall be charged exceeding the rates fixed for freight and passengers, shall be deemed, held and taken to be violations of this act and shall be illegal and void.

SEC. 10. That if any railroad company doing business in this State by its agents or employees shall be guilty of a violation of the rules and regulations provided and prescribed by said Commissioners, and if, after due notice of such violation, given to the principal officer thereof, if residing in the State, and if not, to the manager, or superintendent, or secretary, or treasurer, if residing in the State, and if not, then to any local agent thereof, ample and full recompense for the wrong or injury done thereby to any person or corporation as may be directed by said Commissioners shall not be made within thirty days from the time of such notice such company shall incur a penalty for each offence of not less than fifty dollars nor more than five thousand dollars, to be fixed by the judge of the court in which such action shall be tried. An action for the recovery of such penalties shall lie in any county in the State where such violation has occurred or wrong has been perpetrated, and shall be in the name of the

State of North Carolina. The Commissioners shall institute such action through the Attorney General or Solicitor of the judicial district in which violation has occurred, whose fees shall be fixed by the judge of the court in which said action shall be determined, and said fees shall be taxed in the bill of costs.

Commissioners to institute action.

Fees of Attorney General or Solicitor.

SEC. 11. That if any railroad company doing business in this State shall, in violation of any rule or regulation provided by the Commissioners aforesaid, inflict any wrong or injury on any person, such person shall have a right of action and recovery for such wrong or injury in the county where the same was done or where the plaintiff resides, in any court having jurisdiction thereof, and the damages to be recovered shall be the same as an action between individuals, except that in case of wilful violation of law such railroad companies shall be liable to exemplary damages: *Provided*, that all suits under this act shall be brought within twelve months after the commission of the alleged wrong or injury: *Provided further*, that if an individual is killed the time during which there is no administration shall not be counted: *Provided*, letters of administration are taken out within one year from the killing.

Action by person injured by violation by railroad company of rules provided by Commissioners.

Exemplary damages.

Suits to be brought within twelve months. If person killed, time when no administration not to be counted, if letters of administration taken out in one year.

SEC. 12. That in all cases under the provisions of this act the rules of evidence shall be the same as in civil actions, except as provided by this act. All fines recovered under the provisions of this act shall be paid into the State Treasury to be used for such purposes as the General Assembly may provide. The remedies hereby given the persons injured shall be regarded as cumulative to the remedies now given or may be given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies.

Rules of evidence.

Fines payable into State Treasury.

Remedies cumulative.

No statutes giving remedies against railroads repealed.

SEC. 13. That the terms "such companies" or "railroad company" contained in this act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate, any railroad, steamboat, canal, express business or telegraph and telephone line, in whole or in part

Meaning of "such companies" and "railroad company."

To whom provisions of this act applicable.

in this State, and the provisions of this act shall apply as far as applicable to all persons, firms and companies, and to all associations or persons, whether incorporated or otherwise, that shall do business as common carriers in this State (street railways excepted) the same as railroad corporations hereinbefore mentioned.

Railroad companies to give duplicate freight receipts.

What to contain.

SEC. 14. That all railroad companies in this State, shall, on demand, issue duplicate freight receipts to shippers in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over the roads that carry such freight. When the consignee presents the railroad receipt to the agent of the railroad that delivers such freight such agent shall deliver the articles shipped upon payment of the rate charged for the class of freight mentioned in the receipt.

To deliver freight shipped.

Penalty for violation of this section.

If any railroad company shall violate the provisions of this statute, not otherwise provided for, such railroad company shall incur a penalty, to be fixed and collected as provided in section ten of this act.

Commissioners to make annual reports to Governor.

SEC. 15. That it shall be the duty of the Commissioners herein provided for to make to the Governor annual reports of the transactions of their office, and to recommend, from time to time, such legislation as they may deem advisable under the provisions of this act, and the Governor shall have one thousand copies of such report printed for distribution.

One thousand copies to be printed.

Commissioners empowered to subpoena witnesses.

SEC. 16. That said Railroad Commissioners in making any examination for the purpose of obtaining information pursuant to this act shall have power to issue subpoenas for the attendance of witnesses by such rules as they may prescribe; and said witness shall receive for such attendance two dollars per day and five cents per mile traveled by the nearest practicable route in going to and returning from the place of meeting of said Commissioners, to be ordered paid by the Governor upon presentation of subpoenas sworn to by the witnesses, as to the number of days served and miles traveled, before the Clerk of said Commissioners, who is hereby authorized to

Witness fees.

How paid.

administer oaths. In case any person shall wilfully fail or refuse to obey such subpoenas, the Commissioners shall have power to issue an attachment for such witness and compel him to attend before the Commissioners and give his testimony upon such matters as shall be lawfully required by such Commissioners; and said Commissioners shall have power to punish, for contempt, as in other cases of refusal to obey the process and order of any court. The Clerk of said Commissioners may serve any notice issued by them, and his return thereof shall be evidence of said service; and it shall be the duty of the Sheriffs in the State to serve any process, subpoenas and notices issued by said Commissioners, and they shall be entitled therefor to the same fees as are prescribed, or may be prescribed, for serving summons issuing from the Superior Court, and they shall be liable to the same fines and penalties for failure to discharge their duties on that behalf.

Attachment
against witness
failing to attend.

Punishment for
contempt.

Service of notices
by Clerk.

Duty of Sheriffs
to serve process.

Fees.

Liability to
fines, &c.

SEC. 17. That every officer, agent or employee of any railroad company who shall wilfully neglect or refuse to make and furnish any report required by the Commissioners for the purpose of this act, or who shall wilfully or unlawfully hinder, delay or obstruct said Commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum not less than one hundred and not more than five thousand dollars for each offence, to be recovered in an action in the name of the State. A delay of ten days to make and furnish such report shall raise the presumption that the same was wilful.

Penalty against
officer, &c., of
railroad company
wilfully failing
to make
report, &c.

How recovered.

Presumption of
wilful failure.

SEC. 18. That section one thousand nine hundred and sixty-one of The Code be amended by striking out all after the word "road" in the third line thereof, and all other laws and parts of laws which allow any railroad to charge [a greater] rate for freight or fare than shall be fixed by the said Commissioners are hereby repealed, and all laws and parts of laws inconsistent with the provisions of this act are hereby repealed.

Code, section 1961,
amended.
Law prohibiting
reduction of
rates reducing
profits to less than
six per cent. re-
pealed.
All laws allowing
railroads to
charge other
rates than those
fixed by Com-
missioners
repealed.
Conflicting laws
repealed.

Commissioners to notify companies violating, &c., terms of this act, to present facts to Attorney General.

SEC. 19. The Commissioners, whenever in their judgment any corporation has violated or neglected in any respect to comply with the terms of the act by which it was created or with the provisions of any law of the State not provided for in this act, shall give notice thereof in writing to such corporations, and if the violation or neglect is continued after such notice, shall forthwith present the facts to the Attorney General who shall take such proceedings thereon as he may deem expedient.

Commissioners to notify companies in writing of necessary repairs, change of station, &c.

SEC. 20. The Commissioners, whenever they deem that repairs are necessary upon any railroad, or an addition to or change of its station or station-houses is reasonable and expedient in order to promote the security, convenience and accommodation of the public, shall in writing inform the corporation of the improvement and changes which it considers to be proper, and upon the failure or refusal of said corporation to comply with said requirement the said corporation shall be liable to the penalty of not less than fifty dollars nor more than two thousand dollars, in the discretion of said Commissioners.

Penalty for failure to comply.

Railroad not to abandon station, &c., established for a year, &c., without consent of majority of Commissioners.

SEC. 21. A railroad corporation which has established and maintained for a year a passenger station or freight depot at a point upon its road shall not abandon such station or depot nor substantially diminish the accommodation furnished by the stopping of trains except by consent of a majority of the Commissioners.

Railroad may relocate station, &c., with written approval of Commissioners.

SEC. 22. A railroad corporation may relocate passenger or freight depots with the approval in writing of the Commissioners.

Commissioners may require separate and equal accommodations for white and colored.

SEC. 23. That said Commissioners shall have power, whenever they deem it expedient and practicable, to require any railroad corporation operating a railroad or part of a railroad in this State to provide separate and equal accommodations for the white and colored races on the passenger trains and also at the passenger stations or waiting-rooms in this State, and for failure to comply with the orders of said Commissioners made under this section the penalty prescribed in section twenty of this act shall be imposed.

Penalty for failure.

SEC. 24. All common carriers subject to the provisions of this act shall, according to their powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines and for the forwarding and delivering of passengers and freights to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges against such connecting lines, and connecting lines shall be required to make as close connection as practicable for the convenience of the traveling public. And said common carriers shall obey all rules and regulations made by said Commissioners relating to trackage. Any violation of the provisions of this section shall be punished at the discretion of said Commissioners by a fine of not less than five hundred dollars or exceeding five thousand dollars for each and every offence.

Common carriers to afford facilities for interchange of traffic, &c.

Connecting lines to make close connection.

To obey rules relating to trackage.

Penalty for violation of this section.

SEC. 25. That nothing in this act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable purposes, or to or from fairs or exhibitions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies and the necessary agents employed in such transportation, or the free transportation of persons traveling in the interest of orphan asylums or any department thereof, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of national homes or State homes for disabled volunteer soldiers and of soldiers and sailors' orphan homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their

Carriage, &c., of property free or at reduced rates for United States, State, &c., not prohibited.

Mileage tickets, &c. Reduced rates to certain persons.

Free carriage to own officers, &c.

Interchange of passes.

Remedies at common law or by statute not abridged.

Commissioners empowered to suspend this section, &c.

Commissioners to make rates for transportation of packages by express companies.

To make rates for transmission of messages by telegraph lines.

Penalty for charging higher rates.

Action to recover penalty.

Provisions of section 7 applicable to express and telegraph companies.

Subpoenas and notices, how issued and served.

Misdemeanor to fail to appear when summoned, &c., &c.

officers or employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, that the Commissioners shall have power to suspend any or all the provisions of this section after thirty days notice to any company.

SEC. 26. That said Commissioners are hereby authorized and required to make or cause to be made just and reasonable rates of charges for the transportation of packages by any express company or companies doing business in the State; also make or cause to be made just and reasonable rates of charges for the transmission of messages by any telegraph or telephone line or lines doing business in the State, and any such express or telegraph companies charging a higher rate than that fixed or approved by said Commissioners shall incur a penalty for each offence of not less than fifty dollars nor more than five hundred dollars for each offence, and actions for the recovery of such penalties may be brought as provided for in section seven of this act, with reference to penalties incurred by railroad companies; that the provisions of section seven of this act in relation to the publication of schedules, the regulations governing the right of appeal, the regulations as to evidence with reference to railroad companies shall apply to express and telegraph companies.

SEC. 27. That all subpoenas for witnesses to appear before said Commissioners or before any one or more of said Commissioners, and notice to persons or corporations shall be issued by one of said Commissioners and be directed to any sheriff, constable or marshal of any city or town who shall execute the same in his bailiwick and make due return thereof as directed therein under the penalties prescribed by law for a failure to execute and return the process of any court; and if any person duly summoned to appear and testify before said Commissioners shall fail or refuse to testify without a lawful excuse, or shall refuse to answer any proper question propounded to him by said Commissioners in the discharge of duty, or

shall conduct himself in a rude, disrespectful or disorderly manner before said Commissioners, or any of them, deliberating in the discharge of duty, such person shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not less than fifty nor more than one thousand dollars. Penalty.

SEC. 28. That all the expenses of the Commissioners except as hereinbefore provided, including all necessary expenses for transportation incurred by the Commissioners or by their employees under their orders in making any investigation, or upon official business, or for any other purposes necessary for carrying out the provisions of this act shall be allowed, and the Auditor shall issue his warrant upon presentation of itemized vouchers therefor approved by the chairman of the Commission: *Provided*, that the expenses allowed under this section shall not exceed two thousand dollars annually: *And provided further*, whenever by reason of extraordinary efficiency or fitness that may be required to discharge the duties of the office of the clerk properly, efficiently and satisfactorily to the Commissioners, and the amount provided for in section two of this act should be inadequate to obtain this service, and not otherwise, the Commissioners may allow and pay to the clerk of said Commission out of the remainder of said fund an extra allowance not exceeding twenty-five per centum above his regular salary in such manner as in their judgment they may deem expedient. Expenses of Commissioners, how paid.

Not to exceed \$2,000 annually.

SEC. 29. That the fiscal year to which all reports shall be made which may be required of any railroad or transportation company by the Commissioners under this act shall be the thirtieth of June, as now fixed by law by the Interstate Commission of the United States: *Provided*, that from all decisions or determinations arising under the operation or enforcement of this act the party or corporation affected thereby shall be entitled to appeal therefrom as provided in section seven of this act, and when no exception is made to the facts as found by the Railroad Commission, then the appeal shall be taken direct to the Supreme Court. Fiscal year.

Right of appeal.

When to be taken to Supreme Court.

Commissioners authorized to investigate causes of railroad accidents.

SEC. 30. The Commissioners may investigate the causes of any accident on a railroad resulting in the loss of life, and of any accident, not so resulting, which they may deem to require investigation.

Arbitration of controversies by Commissioners.

SEC. 31. Whenever any company or corporation embraced in this act has a controversy or controversies with another such company or corporation, or person or persons, and all the parties to such controversy agree in writing to submit such controversy to the Railroad Commissioners aforesaid as arbitrators, said Commissioners shall act as such, and after due notice to all parties inter-

Award to be final.

To be docketed and have force of judgment.

ested shall proceed to hear the same, and their award shall be final. Said award, in cases where land or an interest in land is concerned, shall immediately be certified to the Clerk of the Superior Court of the county in which said land is situated and shall by such Clerk be docketed in the judgment docket for said county, and from such docketing shall be a judgment of the Superior Court of such

Parties to arbitration may appear by attorney.

county. Before such arbitrators parties may appear in person or by attorney.

Inconsistent laws repealed.

SEC. 32. That all laws and clauses of [laws] inconsistent with the provisions of this act are hereby repealed.

When act to take effect.

SEC. 33. That this act shall go into effect on and after the first day of April, eighteen hundred and ninety-one.

Ratified the 5th day of March, A. D., 1891.

ASSESSMENT ACT—CHAPTER 297, LAWS 1893.

Railroad Commissioners to constitute Board of Appraisers for railroad, telegraph, &c., companies.

SECTION 42. The Commissioners elected from time to time under the authority of "An act to provide for the general supervision of railroads, steamboat and canal companies, express and telegraph companies doing business in the State of North Carolina," shall constitute a board of appraisers and assessors for railroad, telegraph, canal and steamboat companies.

President or other officer to make returns to board.

SEC. 43. The president, secretary, superintendent or other principal accounting officer within this State of every telegraph and railroad company, whether incor-

porated by any law of this State or not, shall return to said Commissioners for assessment and taxation, verified by the oath or affirmation of the officer making the return, all the following described property belonging to such corporation on the first day of June of each year within this State, viz., the number of miles of such telegraph and railroad lines in each county in this State and the total number of miles in the State, including the road-bed, right-of-way and superstructures thereon, main and side tracks, depot buildings and depot grounds, section and tool houses, rolling stock and personal property necessary for the construction, repairs or successful operation of such telegraph and railroad lines, including also all Pullman or sleeping-cars owned by them or operated over their lines: *Provided, however,* that all machine and repair shops, general office buildings, storehouses, and also all real and personal property outside of said right-of-way and depot grounds as aforesaid, of and belonging to any such railroad and telegraph companies, shall be listed for purposes of taxation by the principal officers or agents of such companies with the list-takers of the county where said real or personal property may be situated, in the manner provided by law for the listing and valuation of real and personal property. It shall be the duty of the list-takers, if required so to do by the said Commissioners, to certify and send to the Commissioners on or before the third Monday in June in each year a statement giving the description of the property mentioned in the foregoing proviso, and showing the assessed valuation thereof. The list-taker shall also, on or before the same day, send to the Auditor of State a like certificate of the assessed valuation and character of said property. The list-takers and assessors shall also certify to the Commissioners the local rate of taxation for county purposes as soon as the same shall be determined, and such other information obtained in the course of the performance of the duties of their office as the said Commissioners shall require of them, and the mayor of each city or town shall cause to be sent to the said Commissioners the local rate of taxation for municipal purposes.

What property to be listed.

What property to be listed with county list-takers.

List-takers to send statement to board if required.

To send statement to auditor.

To send local rate of taxation to board.

Mayors to send rate of municipal taxation.

Rolling stock,
when and how
listed.

. SEC. 44. The movable property belonging to a railroad company shall be denominated for the purpose of taxation, "rolling stock." Every person, company or corporation owning, constructing or operating a railroad in this State shall, in the month of June annually, return a list or schedule to the Commissioners, which shall contain a correct detailed inventory of all the rolling stock belonging to such company, and which shall distinctly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, horse cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars and all other kinds of cars, and the value thereof. And a statement or schedule as follows:

Schedule.

(1). The amount of capital stock authorized and the number of shares into which such capital is divided.

(2). The amount of capital stock paid up.

(3). The market value, or if no market value, then the actual value of the shares of stock.

(4). The length of line operated in each county and the total in the State.

(5). The total assessed valuation of all its tangible property in this State.

Board to pre-
scribe instruc-
tions and forms.

(6). And all the information heretofore required to be annually reported by section nineteen hundred and fifty-nine of The Code. Such schedules shall be made in conformity to such instructions and forms as may be prescribed by the Commissioners and with reference to amounts and values on the first day of June of the year for which the return is made.

Method of valua-
tion by board.

SEC. 45. The said Commissioners shall first determine the value of each railroad, and the aggregate value thus determined shall be apportioned in the same proportion that the length of such road in each county bears to the entire length thereof; and the Commissioners shall certify to the chairman of county commissioners and the mayor of each city or incorporated town the amount apportioned to his county, city or town, and the Commissioners shall make and forward a like certificate, together with all the reports of the various railroad officers or copies thereof,

Duty of board.

and other papers and evidence which formed the basis of the valuation, to the Auditor of the State. All taxes due the State from any railroad company, except the tax imposed for school purposes, shall be paid by the treasurer of each company directly to the State Treasurer within thirty days after the first day of July of each year, and upon failure to pay to the State Treasurer as aforesaid he shall institute an action to enforce the same in the county of Wake or any county in which such railroad is located. The board of county commissioners of each county through which said railroad passes shall assess against the same only the tax imposed by the State for school purposes and those imposed for county purposes and pensions.

Taxes due state,
how paid.

When treasurer
to institute
action.

What taxes to be
assessed by county
commissioners. *1886*

SEC. 46. When any railroad has part of its road in this State and part thereof in any other State, the Commissioners shall ascertain the value of railroad track, rolling stock and shares of capital stock of such company, and divide it in the proportion the length of such road in this State bears to the whole length of such road, and determine the value of such railroad track, rolling stock and shares of capital stock in this State accordingly.

Railroad partly
in this State and
partly in another,
how assessed.

SEC. 47. Any railroad company claiming exemption from taxation under this act by reason of any contract with the State shall, together with and in addition to the return required by the last section, make a further return specifying the act or acts of the General Assembly by which such contract is claimed to have been created, and also specifying what portion of the property of said railroad company is claimed to be exempt from taxation under this act, and the particulars as to character, location and value of property, if any, admitted to be liable under this act. Such returns shall be in no manner conclusive as to any of the facts therein stated, but said Commissioners shall investigate and determine whether any, and if any, what portion of the property of such company is beyond the power of the State to tax under this act. The residue of said property, after deduction of that which is exempt, shall be taxed pursuant to the provisions of this act. After the first Monday in July the Commis-

Railroad claiming
exemption
from taxation to
make return.

What return to
show.

Board to investi-
gate, &c.

Taxation of resi-
due.

Board to give
hearing, &c.

sioners shall give a hearing to all companies interested touching the valuation and assessment of their property. The Commissioners may, if they see fit, require all arguments and communications to be presented in writing.

Leased roads,
how assessed.

SEC. 48. If the property of any railroad company be leased or operated by any other corporation, foreign or domestic, the property of the lessor or company whose property is operated shall be subject to taxation in the manner hereinbefore directed, and if the lessee or operating company, being a foreign corporation, be the owner or possessor of any property in this State other than that which it derives from the lessor or company whose property is operated, it shall be assessed in respect of such property in like manner as any domestic railroad company.

Board empowered
to summon wit-
nesses, &c.

SEC. 49. The Commissioners shall have power to summon and examine witnesses and require that books and papers shall be presented to them for the purpose of obtaining such information as may be necessary to aid in determining the valuation of any railroad property. Any president, secretary, receiver or accounting officer, servant or agent of any railroad or steamboat company having any portion of its property or roadway in this State who shall refuse to attend before the Commissioners when required to do so, or refuse to submit to the inspection of said Commissioners any books or papers of such railroad company in his possession, custody or control, or shall refuse to answer such questions as may be put to him by said Commissioners, or order touching the business, property, moneys and credits and the value thereof of said railroad company, shall be guilty of a misdemeanor, and on conviction thereof before any court of competent jurisdiction shall be confined in the jail of the county not exceeding thirty days and be fined in any sum not exceeding five hundred dollars and costs; and any president, secretary, receiver, accounting officer, servant or agent aforesaid so refusing as aforesaid shall be deemed guilty of contempt of such Commissioners and may be confined by order of said Commissioners in the jail of the proper county until he shall comply with such order and pay the cost of his imprisonment.

Refusal of officer
to attend, &c., a
misdemeanor.

Penalty.

Proceeding for
contempt.

SEC. 50. The value of the shares of capital stock of any canal company in this State over and above the value of its real and personal property shall be assessed as above provided for railroads, and the real and personal property as other property in this State is assessed. In case any officer fails to return the property as provided in this section, the Commissioners shall ascertain the length of such property in this State and shall assess the same in proportion to length at the highest rate at which property of that kind is assessed by them.

Stock in canal company, how assessed.

On failure of officer to return property, board to assess.

AN ACT TO MAKE THE RAILROAD COMMISSION A COURT OF RECORD.

The General Assembly of North Carolina do enact :

SECTION 1. That the Railroad Commissioners elected at this General Assembly, and successors in office, be and they are hereby created and constituted a Court of Record inferior to the Supreme Court, and shall be known as the Board of Railroad Commissioners, and as such shall have all the powers and jurisdiction of a Court of general jurisdiction as to all subjects embraced in the act creating such Railroad Commission heretofore passed, and shall have a common seal.

SEC. 2. This act shall be in force from and after the first day of April, 1891.

AN ACT TO AMEND CHAPTER FORTY-NINE OF THE CODE.

The General Assembly of North Carolina do enact :

SECTION 1. That the Board of Railroad Commissioners of North Carolina are hereby empowered, whenever it shall appear wise and proper so to do, to authorize, allow and permit any railroad company operating in this State to run one or more fast mail trains over its road which shall only stop at such stations on the line of the road as may be designated by the company: *Provided*, that in addition to such fast mail train said railroad shall run at least one passenger train in each direction over its road

Railroad Commissioners authorized to allow railroad companies to run fast mail trains.

Proviso.

Proviso.

on every day except Sunday, which shall stop at every station on the road at which passengers may wish to be taken up or put off: *Provided*, nothing in this act shall be construed to authorize any company, persons or corporations to run any trains over the Petersburg Railroad between Weldon and the State line after the expiration of the extension of the charter granted to that company by this State in one thousand eight hundred and ninety-one, unless and until the charter of said Petersburg Railroad shall be renewed by this General Assembly: *Provided further*, that nothing in this act shall be construed as preventing the running of local passenger trains on Sunday.

Proviso.

SEC. 2. That this act shall be in force from and after its ratification.

Ratified the 9th day of February, A. D. 1893.

AN ACT IN REGARD TO THE DELIVERY OF FREIGHT.

The General Assembly of North Carolina do enact:

On partial delivery of freight to consignee by common carrier, not lawful to demand freight charges on undelivered portion, &c.

SECTION 1. That whenever any goods, articles of freight of any kind shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of the same shall not have been received at the place of destination, it shall not be lawful for the carrier to demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received upon the payment or tender of the freight charges due upon such portion. But nothing in this act shall be construed as interfering with or depriving a consignor, or other person having authority, to his rights of stoppage *in transitu*.

Stoppage *in transitu*.

Railroad Commissioners to enforce act.

SEC. 2. The Railroad Commissioners shall enforce the enforcement of the provisions of this act by appropriate regulations, and this act shall be in force from and after its ratification.

Ratified the 6th day of March, A. D. 1893.

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RULES OF PRACTICE
IN
CASES AND PROCEEDINGS
[AS AMENDED]
BEFORE THE COMMISSION.

PUBLIC SESSIONS.

1. The general sessions of the Commission for the hearing of contested cases will be held at its office in the Agricultural Building, Raleigh, N. C., on such days and at such hours as the Commission may designate. Sessions for receiving, considering and acting upon petitions, communications and applications relating to business before the Commission, and also for considering and acting upon any business of the Commission other than contested cases, will be held, unless otherwise directed, at its said office in Raleigh, at 11 o'clock A. M., on Wednesday of every week. When special sessions are held at other places such regulations as may be necessary will be made by the Commission.

PARTIES.

2. Where a complaint concerns anything done or omitted to be done by only a single carrier no other need be made a party, but if it relates to joint tariffs, or matters in which two or more carriers doing business under a common control, management or arrangement for a continuous carriage or shipment are interested, all the carriers constituting such line must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject-matter of the complaint involves substantially the same alleged violation of the law by the several carriers or lines. Persons or carriers not parties may apply, in any pending case or proceeding, for leave to intervene and to be heard upon the questions involved.

GENERAL RULES.

PROCEEDINGS BEFORE THE COMMISSION.

3. All petitions and complaints made before the Commission for redress of alleged grievances, must plainly and distinctly set forth the grounds of complaint; the items being numbered and objections all

set forth in writing. In like manner all defences must be distinctly set forth in writing, and the items numbered as above stated. These specifications, whether of complaint or defence, may be accompanied, if the parties desire, by an explanation or argument, or by any suggestion as to the proper remedy of policy, and may be verified by the affidavit of the party complaining or petitioning, taken before any person authorized to administer oaths in North Carolina, and when the complaint or petition is verified, then the answer thereto shall be verified, and the verification shall conform to the rules prescribed in The Code of North Carolina for the verification of pleadings. The parties may also be heard in person or by attorney, or by written argument, upon such written statement being first filed.

4. If a carrier complained against shall deem the complaint insufficient to show a breach of legal duty, it may, instead of filing an answer, serve on the complainant notice for a hearing of the case on the complaint; and in case of the service of such notice, the facts stated in the complaint will be taken as admitted. A copy of the notice must at the same time be filed with the Commission. The filing of an answer will not be deemed an admission of the sufficiency of the complaint, but a motion to dismiss for insufficiency may be made at the hearing.

SERVICE OF PAPERS.

5. Copies of notices or other papers must be served upon the opposite parties to the proceeding, personally or by mail, and when any party shall have appeared by attorney the service upon the attorney shall be deemed proper service upon the party.

AMENDMENTS.

6. Upon application by any petitioner or party, amendments may be allowed by the Commission, in its discretion, to any petition, answer, or other pleading in any proceeding before the Commission.

ADJOURNMENT AND EXTENSION OF TIME.

7. Adjournment and extension of time may be granted upon the application of parties in the discretion of the Commission.

STIPULATIONS.

8. Parties to cases and proceedings before the Commissioners may, by stipulation, duly signed by them and filed with the Secretary, agree upon the facts, or any portion of the facts, they deem to be involved in the controversy, which agreed statement shall be regarded and used as evidence. It is desirable that the facts be thus agreed upon whenever practicable.

HEARINGS.

9. Upon issue being joined by the service of answer, the Commission will assign a time and place for hearing the same, which will be at its office in Raleigh, N. C., unless otherwise ordered. Witnesses will be examined orally before the Commission, unless testimony be taken or facts agreed upon as otherwise provided in these rules. The petitioner or complainant must in all cases prove the existence of the facts alleged to constitute a violation of the act, unless the carrier complained of shall admit the same, or shall fail to answer the complaint. Facts alleged in the answer must also be proved by the carrier, unless admitted by the petitioner. In cases of failure to answer, the Commission will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case appear to require.

WITNESSES AND DEPOSITIONS.

10. Subpoenas requiring the attendance of witnesses will be issued by any member of the Commission in all cases and proceedings before it, and witnesses will be required to obey the subpoenas served upon them requiring their attendance or the production of any books, papers, tariffs, contracts, agreements or documents relating to any matter under investigation or pending before the Commission. When a subpoena is desired for the production of books, papers or other documentary evidence, special application must be made to the Commission therefor, specifying the documentary evidence desired. When a cause is at issue on petition and answer, each party may proceed at once to take depositions of witnesses in the manner provided by section 1357 of The Code of North Carolina, and transmit them to the Secretary of the Commission without making any application to or obtaining any authority from the Commission for that purpose.

PROPOSED FINDINGS OF FACT.

11. Upon the final submission of a case to the Commission either party may submit proposed findings of fact for the consideration of the Commission, which findings must embrace only the material facts of the case supposed to be established by the testimony.

REPORTS.

12. Each railroad company doing business within the State of North Carolina shall file in the office of the Commissioners quarterly reports of its gross earnings upon a printed form (B).

POSTING TARIFFS.

13. Each railroad company doing business within the State of North Carolina shall post, and keep posted, at each of its respective stations, in a conspicuous place, a copy of the schedules of freight and passenger rates prescribed for said road by the Commission, together with a copy of the Commissioners' Classification, and a table of distances between stations, giving name of each station. And when any change in said schedule of rates or classification is made, either by the Commission or by any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners, and shall also be posted in the same manner as the above.

14. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

STANDARD FREIGHT AND PASSENGER TARIFFS.

STANDARD PASSENGER TARIFF.

	<i>First Class.</i>	<i>Second Class.</i>
Twelve years and older	3 $\frac{1}{4}$ c. per mile.	2 $\frac{3}{4}$ c. per mile.
Over 5 and under 12 years of age	One-half first-class fare.	

RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

1. Each passenger shall be entitled to baggage not exceeding one hundred and fifty pounds.

2. No more than the schedule of passenger rates shall be charged where the ticket office at any station shall not have been open for a reasonable time before the departure from a station of the train upon which the passenger intends to be transported.

3. At junction points, where the incoming trains arrive so near the leaving time of the out-going train that it is not practicable for a passenger to procure a ticket, no more than the schedule of passenger rates shall be charged.

4. Railroad companies are authorized to collect the exact mileage for passenger fares if they shall make the necessary change to enable them to do so; but, if not, no more than the nearest amount ending in 5 or 0 shall be charged.

5. No railroad company shall be allowed to charge more than ten cents for full or half-rate between regular stations when the fare would be less than that amount: *Provided*, where the distance is not greater than two miles or under, the maximum charge for first-class tickets shall be ten cents, and five cents for second-class tickets.

6. No more than the standard passenger tariff shall be charged passengers from flag stations or other stations where tickets are not kept on sale.

7. When, in consequence of the uncertain time of arrival or departure of a delayed train, it is impracticable for tickets to be purchased, no more than the regular standard passenger tariff shall be charged.

8. Where a railroad company has provided agents and offices, ready and open for the sale of tickets, and the passengers, for want of proper diligence, fail to supply themselves therewith, before getting on the train, then ten cents additional for each passenger twelve years old and over may be demanded and collected for all distances not greater than

ten miles, and twenty cents in like manner for all distances not less than ten nor greater than twenty miles, and thirty cents in like manner for all distances over twenty miles. Half these rates for each passenger over five years old and under twelve years may in like manner be demanded and collected: *Provided, however*, offices at way stations may be closed one minute before the arrival of trains.

9. The Commission will consider applications for an advance or reduction in the standard tariff for the transportation of passengers, but no change of rates shall be of effect or put in force until ratified by the Commission: *Provided*, that this rule shall not be construed as placing any restriction on the privilege of railroad companies to make special rates on excursion trains, or to issue what are called "commutation or mileage tickets:" *Provided*, no unjust discrimination is practiced.

10. Tickets on sale at any office in a city must be kept on sale at the depot ticket-office of the same railroad at the same prices.

11. That all connecting railroads which are under the management and control by lease, ownership or otherwise, of one and the same company, or at connection with a different company, shall be required to make close connection whenever practicable.

12. The fare in sleeping cars shall not exceed \$1.00 for 100 miles or less. From 100 to 150 miles, \$1.50; between 150 and 200 miles, \$2.00. When a lower berth with the upper berth not lowered is desired, this is subject to special contract.

13. Railroad companies in computing passenger rates between stations where fractions of a mile are to be considered, will calculate for the nearest even number of miles. Example: For a distance of 10.49 miles or under, charge for ten miles; for 10.50 miles or over, charge for eleven miles, and so on.

14. Whenever any passenger train on any railroad in this State shall be more than thirty minutes behind its schedule time, it shall be the duty of said railroad company to bulletin and to keep posted at any telegraph station along its line, and other stations if possible, the time such train is behind its schedule time, and, as near as can be approximated, the time of its arrival.

Whenever there is a break or obstruction on any railroad in this State, thereby causing a delay to any passenger train, it shall be the duty of said road to have the same bulletined at all stations, at and between the said passenger train and the place so obstructed, and it shall be the duty of the conductor to notify the passengers in the cars before leaving the station, and of the delay probably resulting.

15. On all mixed trains, carrying passengers, where two coaches are attached, first and second-class tickets must be sold.

Where only one coach is attached, only second-class rates shall be charged, unless the coach has separate apartments, then first and second-class rates may be charged.

16. That all common carriers subject to the supervision of the Railroad Commission shall provide such means or appliances as may be necessary to secure the careful handling of and to prevent injury to any parcel of baggage to which a check may be affixed, as provided in Section 1970 of The Code.

That at all minor stations, where no proper appliances are supplied, and no regular depot hand is employed, the train hands shall be required to assist the baggage-master, and lift with care all baggage from the car doors.

RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

1. All connecting railroads, which are under the management and control, by lease, ownership or otherwise, of one and the same company, shall, for purposes of transportation, in applying this tariff, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified.

DISTANCES.

2. Since a separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission "to ascertain what shall be the limits of longer and shorter distances." Five (5) miles has, accordingly, been fixed as the limit for a change of freight rates for all distances less than one hundred miles; and ten (10) miles for all distances over one hundred miles. The Commissioners reserve the right, however, to correct the charge in extreme cases which work hardship, although the same may not violate the letter of our rules.

3. For all distances over five (5) miles and under one hundred (100) miles, the following rule will apply: When the mileage does not end in 0 or 5 the nearest mileage so ending shall govern the rate. Illustration: For a distance of twenty-seven miles charge for twenty-five miles, for a distance of twenty-eight miles charge for thirty miles.

4. When freight is transported any distance greater than one hundred miles, if the mileage does not end in 0, then next ten (10) miles group above shall govern the rate. Illustration: For one hundred and twenty-one miles charge for one hundred and thirty.

5. For distances under twenty miles or over two hundred and fifty miles, a reduction of rates may be made without making a change at all stations short of two hundred and fifty miles: *Provided, however,* that when any railroad shall make a reduction of rates for distances over two hundred and fifty miles, the same shall apply to similar distances on all the roads controlled by the same company, and in no case shall more be charged for a less than a greater distance.

REGULATIONS CONCERNING FREIGHT RATES.

6. The freight rates prescribed by the Commission are maximum rates, which shall not be transcended by the railroads. They may carry, however, at less than the prescribed rates: *Provided,* that if they carry for less for one person, they shall for the like service carry for the same lessened rate for all persons except as mentioned hereafter; and if they adopt less freight rates from one station, they shall make a reduction of the same per cent. at all stations along the line of the road so as to make no unjust discrimination as against any person or locality. But when there are between any two points in this State two or more competing roads not under the same management or in the same system, then the longer line or lines, in order to give said points the benefit of competition, may reduce the rates between said two points below the standard tariff, without making a corresponding reduction at all stations along the lines of said roads: *Provided,* said reduction shall not make the rates less than the standard tariff rates for the shortest line between said points: *Provided, further,* that before taking effect, the proposed change of rates shall be submitted to and approved by the Commission.

7. The rates charged for freight service by regular passenger trains may be one and a-half times that for first-class freight by ordinary freight trains.

8. No railroad company shall, by reason of any contract with any express, or other company, decline or refuse to act as a common carrier, to transport any article proper for transportation by the train for which it is offered.

9. Railroad companies may collect twenty-five (25) cents as a minimum charge on a single shipment, however small.

10. No railroad company doing business in this State shall permit a blockade of any class of freights on account of any arrangement existing between it and other railroad companies as to the transportation of freight according to percentages or otherwise.

11. There shall be no secret reduction of rates, nor shall any bonus

be given, or any rebate paid to any person, but the rates shall be uniform to all, and public.

12. The rates specified for Ores, Sand, Clay, Rough Stone, Common Brick, Bone, Lumber, Shingles, Laths, Staves, Empty Barrels, Wood, Straw, Shucks, Hay, Fodder, Corn in ear, Tan-bark, Turpentine, Rosin, Tar, Household Goods, are maximum rates, but the roads are left free to reduce them at discretion, and all such rates are exempt from the operation of Rule 6. All complaints as to such rates will, on presentation, be duly considered.

13. When railroad companies are required to load or unload car-load shipments of classes L, M, N, O and P, or to load car-load shipments of naval stores, the actual cost of such service shall be paid by shippers.

14. **EXTRA HANDLING.**—The charge for handling extra heavy articles, may be as follows, viz. :

Under 2,000 pounds, no charge for extra handling.

For 2,000 lbs. and under 3,000 lbs., \$ 3 00 for extra handling.

For 3,000 “ “ “ 4,000 lbs., 5 00 for extra handling.

For 4,000 “ “ “ 5,000 lbs., 7 00 for extra handling.

For 5,000 “ “ “ 6,000 lbs., 8 00 for extra handling.

For 6,000 “ “ “ 7,000 lbs., 10 00 for extra handling.

For 7,000 and over in proportion.

15. **FERTILIZERS.**—This term embraces the following and like articles, when intended to be used as fertilizers: Ammonia Sulphate, Bone Black, Bones ground or dissolved, Castor Pomace, or Fish Scrap Guanos, Alto Vella, Fish, Navassa, Navassa Lump, Peruvian Soluble Pacific, Nitrate Cake, Plaster of Paris, Potash—German Salts of, Muriate of, Sulphate of—Salt Cake, Lump and Ground Phosphate, Soda—Nitrate of and Sulphate of—Tank Stuff, etc.


16. Vehicles designed for transportation at carrier's risk must be properly protected by the shipper with sufficient covering or packing from all liabilities to injure from fire, weather, chafing, or other injury.

17. In no case shall the amount collected on L. C. L. shipments exceed the charge per car load for the same class of goods.

18. Railroad companies are not required to receive cotton or other merchandise and warehouse the same unless the articles offered are in good shipping condition, well prepared by the shipper with proper packing and intelligent, plain marking, and accompanied with orders for immediate shipping.

19. **CAR-LOAD RATES** apply to a shipment of a car load or more made by one shipper, at one time, to one and the same point of delivery, to the same consignee.


ESTIMATED RATES.

20.  Lumber, Coal, Lime, Brick, Stone, and all articles for which estimated weights are given in Classification (except Live Stock, Ale and Beer, and empty Ale and Beer packages, L. C. L.), will be taken at actual weight when the weight can be ascertained, but when the weight cannot be ascertained, will be charged at the following estimated weights. This is not to interfere, however, with the duty of Receiving Agent to weigh, if possible, and correct to actual weight:

To be used when actual weights cannot be ascertained.

	Per 1,000 ft.		Per Car.
White Pine and Poplar, thoroughly seasoned.....	3,000 lbs.	Shingles, green	per 1,000 350 lbs.
White Pine and Poplar, green.....	4,000 "	Shingles dry	" 300 "
Yellow Pine, Black Walnut.....		Laths, green	" 530 "
Ash, seasoned	4,000 "	Laths, dry	" 450 "
Yellow Pine, Black Walnut.....		Tan Bark, green....	per cord 2,600 "
Ash, green	4,500 "	Tan Bark, dry	" 2,000 "
Oak, Hickory, Elm, seasoned.....	4,500 "	Fence Posts and Rails	
Oak, Hickory, Elm, green.....	6,000 "	and Telegraph Poles	" 3,500 "
All other kinds Lumber, seasoned	4,000 "	Clay	per cubic yd. 3,000 "
All other kinds Lumber, green.....	6,000 "	Sand	" 3,000 "
Hoop-poles, Staves and Heading dry, car loaded to depth of 50 inches	24,000 s	Gravel	" 3,200 "
Hoop-poles, Staves and Heading, green, car loaded to depth of 43 inches	24,000 s	Stone, undressed, per cubic ft.	160 "
		Lime.....	per bushel, 80 "
		Coal	" 80 "
		Coke	" 40 "
		Portland Cement per barrel,	400 "
		Other Cements....	" 300 "

21. In cases in which the classification of any article is lowered by a percentage, railroad companies which are allowed an increase on the standard tariff shall apply the increase allowed to the reduced classification; but in cases in which the classification of any article is raised by percentage, railroad companies which are allowed an increase on the standard tariff shall not apply said increase to the already increased classification, but only to the standard tariff.

22.  When any article is too bulky to put in a box car, it shall be subject to special contract.

23. A ton of all articles is 2,000 pounds. A car load is 20,000 pounds, unless otherwise specified. For loads above 20,000 pounds, *pro rate* at car-load rates charged. A car load of green wood is eight cords. A car load of dry wood is nine cords. A car load of lumber (and all articles embraced in lumber) is 24,000 pounds. A car load of any

article enumerated in Class P, except wood and lumber and articles included in lumber, is 25,000 pounds—shippers to load and unload: *Provided*, that when a car is loaded over its marked capacity by the shipper, the railroad companies are left free to charge for the excess a rate that will effectually stop a practice fraught with so much danger to life and property.

24. The regulations of the railroads as to demurrage or detention of cars are matters of police, with which the Commission will only interfere upon complaint of abuse.

25. All roads under the same or different management shall make just and reasonable rates for switching and exchange of business at connecting points. Rates now in force are continued. Any proposed change must first be submitted to the Commission. Any charge now in force and shown to work a hardship will be corrected.

26. All depots situated in incorporated towns and cities in this State must be kept open each day (Sundays excepted) for the receiving and delivery of freight as follows: From April 1 to September 30, between the hours of 7 o'clock A. M. and 6 o'clock P. M. From October 1st to March 31st, 7:30 o'clock A. M., and 5 o'clock P. M., with an intermission in each case of one hour, from 12 o'clock noon to 1 o'clock P. M.

27. Railroad companies whose lines do not exceed ten miles in length may charge from any point on their road the rates prescribed for ten miles.

28. On all shipments of freights not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rates charged on such shipments shall not be greater than the sum of the local rates on such freights, less ten (10) per cent., for the distance hauled over each road. The total rate thus ascertained on such freights, from the point of shipment to the point of destination, shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate, less ten (10) per cent., for the distance such shipment is hauled. Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on, or work delay in the transportation of such freights, or be a subject of appeal to the Commission by the roads at interest.

29. When railroad rates are affected by water competition the rail-

roads may reduce their rates between points so affected without being required to reduce intermediate rates: *Provided, however*, that if complaint is made that such competition rates unjustly discriminate against other places or persons, the Commissioners will investigate and rule in each case.

30. Whenever any goods, or articles of freight of any kind, shall be received by any common carrier in this State to be delivered to any consignee in this State, and a portion of same shall not have been received at the place of destination, the carrier shall not demand any part of the charges for freight or transportation due for such portion of the shipment as shall not have reached the place of destination. The carrier shall be required to deliver to the consignee such portion of the consignment as shall have been received, upon the payment or tender of freight charges due upon such portion, as provided by Chapter 495, Laws 1893.

31. No common carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.

32. Whenever a shipment is offered at a point where there are two routes over connecting lines to destination, it shall be the duty of the railroad company making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed that of the shorter; or unless otherwise ordered by the shipper.

The regulations in regard to freight rates, as well as the per cent. above Standard Tariff, must not be enforced to their full limit in any case, or on any class, if it would thereby cause a rate in excess of that existing May 20, 1891.

All specials less than our standard rates heretofore granted by carriers within the jurisdiction of this Commission, and which do not conflict with the law preventing unjust discrimination, until further orders, will be enforced.

EXPLANATORY NOTE.

In the "Commissioners' Standard Freight Tariff," under the class, opposite to the distance, if it ends in 0 (and if not then opposite the next greater distance), will be found the rate required. Example: To find the rate for 247 miles on a box of clothing weighing 100 pounds, opposite the word clothing, in the classification, is seen its class, 1; in the freight tariff under Class 1, opposite the next greater distance, 250 miles, is seen the rate 65 cents; in the column "Miles," 5 signifies five miles or under; 20, twenty miles or over 15, and so on.

EXPLANATION OF CHARACTERS.

1 stands for First Class.
 2 stands for Second Class.
 3 stands for Third Class.
 4 stands for Fourth Class.
 5 stands for Fifth Class.
 6 stands for Sixth Class.
 $1\frac{1}{2}$ stands for $1\frac{1}{2}$ times First Class.
 D1 stands for Double First Class.

3T1 stands for Three Times First Class.
 4T1 stands for Four Times First Class.
 A, B, C, D, E, F, H and K stand for Classes
 A, B, C, D, E, F, H and K respectively.
 S. stands for Special.
 L. C. L. stands for Less than Car Load.
 C. L. stands for Car Load.
 N.O.S. stands for Not Otherwise Specified.

Articles not enumerated will be classed with similar or analagous articles.

RULES FOR COMPUTING FRACTIONS.

When any rate in any Class in the Standard Tariff is raised or lowered by a per cent. the following rules must be observed:

FIRST.—If the rate thus raised or lowered is in either of Classes C, D, F, J, or K, the fraction of a half cent must be retained, as the following examples will indicate:

Ex. 1.—Standard Rate 6.5
 25 per cent. added 1.6

Total 8.1 From which deduct fraction, leaving desired rate of 8 cents.

Ex. 2.—Standard Rate 9.5
 20 per cent. added 1.9

Total 11.4 Substituting 5 for the fraction, the desired rate is 11.5 cents.

Ex. 3.—Standard Rate 8
 20 per cent. added 1.6

Total 9.6 Substituting 5 for the fraction, the desired rate is 9.5 cents.

Ex. 4.—Standard Rate 5.5
 25 per cent. added 1.3

Total 6.8 Adding a unit instead of a fraction, the desired rate is 7 cents.

SECOND.—If the rate thus raised or lowered be in any other Class than those already mentioned, omit fraction of less than half a cent and estimate half a cent or more as one cent, thus:

Ex. 1.—Standard Rate	17	
20 per cent. added	3.4	
	<hr/>	
Total	20.4	Deducting the fraction, the desired rate is 20 cents.

Ex. 2.—Standard Rate	18	
20 per cent. added	3.6	
	<hr/>	
Total	21.6	Estimating the fraction as a unit, the desired rate is 22 cents.

THIRD.—In making reductions, observe the same manner of placing figures before deducting the percentage.

Narrow-gauge railroads, in fixing rates on all freights where a rate per car load is given, will count 15,000 pounds for a car load, and estimate their charge *pro rata* with rate allowed on standard gauge.

RULES GOVERNING ERECTION AND LOCATION OF DEPOTS.

FIRST.—From and after Wednesday, the first day of April, 1891, no change of freight or passenger depots or flag stations from their present location, nor the suspension of the sale of tickets, or the receiving or forwarding of freights from stations now in use for such purposes, will be permitted without the consent of this Commission published in accordance with law.

SECOND.—Application for the location of depots and the construction of depot buildings must be filed in the Railroad Commission office, with all information needed for a full and proper understanding of all interests to be affected thereby.

RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK.

The weights given below are *estimated* and not actual, and are used simply to get the rating on Live Stock. To illustrate: One Horse, Mule or Horned Animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk. Therefore, the freight charges for fifty miles on one Horse, Mule, or Horned Animal is the same as on 2,000 pounds of second-class freight, and would be, according to the Standard Tariff, carrier's risk, 28 cents per 100 pounds, or \$5.60, and at owner's risk, 20 cents per 100 pounds, or \$4.00.

	EACH.		EACH.
One Horse, Mule or Horned Animal	2,000 lbs.	Calves and Sheep in lots of five or more	150 lbs.
Two Horses, Mules, or Horned Animals	3,500 lbs.	Lambs	100 lbs.
Each additional Horse, Mule or Horned Animal	1,000 lbs.	Lambs in lots of five or more ..	75 lbs.
Stallions, Jacks and Bulls	3,000 lbs.	Hogs for market	350 lbs.
Yearling Cattle	1,000 lbs.	Pigs and Stock Hogs	125 lbs.
Calves and Sheep	175 lbs.	Pigs, Hogs, Sheep, etc., boxed actual weight.	

The rates on Live Stock as given in this Tariff are based on the following maximum valuations :

Horses and Mules not over	\$120 00 each.
Horned Cattle not over	50 00 each.
Stallions, Jacks and Bulls not over	150 00 each.
Fat Hogs and Fat Calves not over	15 00 each.
Lambs, Stock Hogs, Stock Calves not over	5 00 each.

Race Horses, Stallions, Jacks, Bulls, and other high-priced animals, when shippers are not willing to have the same transported at above valuations, will be taken only at the following rates on valuation given :

Value from \$150 00 to \$ 400 00 add to regular rate	30 per cent.
Value from 400 00 to 600 00 add to regular rate	50 per cent.
Value from 600 00 to 800 00 add to regular rate	60 per cent.
Value from 800 00 to 1000 00 add to regular rate	100 per cent.

Over \$1,000, subject to special rate by contract.

Live Stock will be taken at the released or owner's risk rate only when contract is executed by shipper and Station Agent.

Mixed shipment of Cattle, Hogs, Lambs, etc., will be taken in car loads at car-load rates for cattle, but carrier will be released from damage to animals caused by their own acts, or to each other, and from escape, if not halted, suffocation, exhaustion from heat or cold.

Sucking Calves accompanying Cows will be charged for at rate for single Calves.

Sucking Colts accompanying Mares will be charged for at double the rate for single Calves.

The word "calves" used in these Rules and Regulations applies only to calves under nine months old; and the words "Yearling Cattle" to cattle over nine months and under eighteen months old.

Pigs, Hogs, Calves, etc., boxed, crated, or in portable pens, taken at actual weight, carrier's risk, first-class; owner's risk, second-class.

In no case shall the charge for less than a Car Load of Live Stock exceed the charge for a Car Load.

Shippers will be expected to feed, water and care for Stock at their own expense. When food is furnished by Carrier, a charge will be made for the same and collected from Consignee.

One, Two or Three cars of Live Stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the Stock, to care for the same. Four to seven cars inclusive, belonging to one owner, two men in charge; and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

STANDARD FREIGHT TARIFF—CLASSES.

Dis- TANCE	PER 100 POUNDS.											PER BBL	PER 100 LBS.		PER TON.		PER CAR LOAD.		
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
M'les	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00
10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50
15	21	16	14	11	9	7½	6½	7	7	6	9	14	11	5½	75	1 00	11 00	10 00	7 50
20	24	18	16	13	10	8	7	8	8	7	10	16	12	6	80	1 05	12 00	10 00	8 50
25	27	20	18	14	12	9	8	9	9	8	12	18	14	6½	90	1 15	14 00	11 00	9 50
30	30	24	20	16	13	10	8	10	10	8	13	20	16	7	1 00	1 25	16 00	12 00	10 50
35	33	26	22	18	14	11	9	11	10	9	14	20	18	7½	1 10	1 35	18 00	14 00	11 50
40	33	26	22	18	14	11	9	11	10½	9	14	21	18	8	1 10	1 35	18 00	14 00	12 00
45	36	28	24	20	15	12	10	12	10½	9	15	21	20	8	1 20	1 45	20 00	16 00	12 00
50	36	28	24	20	15	12	10	12	11	9	15	22	20	8	1 20	1 45	20 00	16 00	12 00
55	39	30	26	21	16	13	11	13	11	10	16	22	21	8	1 30	1 55	22 00	17 00	13 00
60	39	30	26	21	16	13	11	13	11½	10	16	23	21	9	1 30	1 55	22 00	17 00	13 00
65	42	32	28	21	17	14	12	14	11½	10	17	23	21	9	1 30	1 60	24 00	17 00	13 00
70	42	32	28	21	17	14	12	14	12	10	17	24	21	9	1 30	1 60	24 00	17 00	14 00
75	44	34	30	22	18	15	13	15	12	10	18	24	22	9½	1 40	1 65	26 00	18 00	14 00
80	44	34	30	22	18	15	13	15	13	11	18	26	22	9½	1 40	1 65	26 00	18 00	14 00
85	46	36	31	22	19	15	13	16	13	11	19	26	22	9½	1 40	1 70	28 00	18 00	15 00
90	46	36	31	22	19	15	13	16	13½	11	19	27	22	9½	1 40	1 70	28 00	18 00	15 00
95	48	38	32	24	20	16	14	16	13½	11	20	27	24	10	1 50	1 75	29 00	19 00	15 00
100	48	38	32	24	20	16	14	17	14	12	20	28	24	10	1 50	1 75	29 00	19 00	16 00
110	50	40	33	25	20	16	14	17	14	12	20	28	25	10	1 55	1 80	30 00	19 00	16 00
120	52	42	34	25	21	17	15	18	15	13	21	30	25	10½	1 60	1 85	31 00	20 00	17 00
130	54	44	35	26	21	17	15	18	16	13	21	32	26	10½	1 65	1 90	32 00	20 00	18 00
140	56	46	36	26	22	18	16	19	16	14	22	32	26	10½	1 70	1 95	33 00	21 00	18 00
150	58	48	37	27	22	18	16½	19	17	14	23	34	27	11	1 75	2 00	34 00	21 00	19 00
160	59	49	39	29	24	19	16½	20	17	15	24	34	29	11	1 80	2 05	34 00	24 00	19 00
170	60	50	41	31	26	20	17	20	18	15	26	36	31	12	1 85	2 10	35 00	25 00	20 00
180	61	51	42	32	28	21	17	21	18	15½	28	36	32	12	1 90	2 10	35 00	26 00	20 00
190	62	52	43	33	29	22	17½	21	19	15½	29	38	33	12	1 90	2 15	37 00	27 00	21 00
200	63	53	44	34	30	23	17½	22	19	16	30	38	34	13	1 95	2 20	38 00	28 00	21 00
210	63	53	44	34	30	23	17½	22	20	16	30	40	34	13	1 95	2 20	38 00	28 00	22 00
220	64	54	45	35	31	24	18	23	20	17	31	40	35	13	2 00	2 25	39 00	29 00	22 00
230	64	54	45	35	31	24	18	23	21	17	31	42	35	14	2 00	2 25	39 00	29 00	23 00
240	65	55	45	35	32	25	19	24	21	18	32	42	36	14	2 05	2 30	40 00	30 00	23 00
250	65	55	45	36	33	25	19	24	22	18	32	44	36	14	2 05	2 30	40 00	30 00	23 00
260	65	55	46	36	32	25	20	25	23	19	33	45	37	15	2 10	2 35	41 00	31 00	24 00
270	66	56	46	36	33	26	20	25	23	19	33	45	37	15	2 10	2 35	41 00	31 00	24 00

STANDARD PASSENGER TARIFF.

	<i>First Class.</i>	<i>Second Class.</i>
Twelve years and older	3¼c. per mile.	2¾c. per mile.
Over 5 and under 12 years of age.....	One-half first-class fare.	

STANDARD TELEGRAPHIC RATES.

Ten body words or under.....	Twenty-five cents.
Over ten body words....	Two cents for each additional word.

JOINT TELEGRAPHIC RATES.

Whenever a message is sent over two or more telegraph lines owned, controlled and operated by separate and distinct corporations or individuals, the joint rate shall not exceed forty cents for such message of ten body words or less, exclusive of date, address and signature, between any two points within the limits of this State, nor more than three cents for each additional word.

SCHEDULE OF ANNUAL RATES FOR TELEPHONE EXCHANGE SERVICE.

NO CONTRACT FOR LESS THAN ONE YEAR.	Payable Quarterly in Advance.	Payable Semi-annually in Advance.	Payable Annually in Advance.
STATIONS WITHIN THE CITY LIMITS:			
Grounded (one wire) circuit.			
BUSINESS—One party, single or "special" circuit (or wire), within $\frac{1}{2}$ mile from Central Office-----	\$ 64 00	\$ 62 00	\$ 60 00
Two parties on same circuit, each-----	50 00	48 00	
Three or more parties on same circuit, each-----	44 00	42 00	40 00
RESIDENCE—Parties having telephones at places of business.			
One party, single or special circuit, within $\frac{1}{2}$ mile from Central Office-----	44 00	42 00	40 00
Two parties on same circuit, each-----	40 00	38 00	36 00
Three or more parties on same circuit, each-----	34 00	32 00	30 00
If party has no telephone at place of business, the annual rate is \$6.00 more.			
EXTRA-DISTANCE LINE CHARGE TO BE ADDED TO ABOVE RATES.			
Special or single wire, $\frac{1}{4}$ mile or less beyond the $\frac{1}{2}$ mile	5 00	5 00	5 00
Two-party wire beyond the $\frac{1}{2}$ mile, each-----	4 00	4 00	4 00
Three-party wire, or more, beyond the $\frac{1}{2}$ mile, each--	3 00	3 00	3 00
Each additional quarter mile, or fraction, at same rate.			
Stations beyond the city limits, special rates.			

The stations on two- or three-party wires must be placed all at the same time. In case of discontinuance of one of the parties, the rate for the subscriber or subscribers remaining must be readjusted to conform to schedule at the end of the year, unless another subscriber can be found to take the place on the wire thus made vacant.

For conversations on Toll Lines each five minutes or less, within city limits-----5 cents.
 Beyond city limits, lines under ten miles-----not over 15 cents.
 Lines over ten miles, under twenty-five miles-----not over 25 cents.
 Lines over twenty-five miles, about 1 cent per mile, to make multiples of 5 cents.

This schedule must not be enforced to its full limit if it would thereby cause a rate in excess of that existing the 6th day of March, 1893, unless the same be agreed to by the parties interested.

RELATION OF RAILROAD COMPANIES TO THE FREIGHT
AND PASSENGER TARIFFS.

RELATION OF RAILROAD COMPANIES TO FREIGHT AND PASSENGER TARIFFS.

The Railroad Companies doing business in the State of North Carolina will be allowed to apply the Standard Freight and Passenger Tariffs for the transportation of freight and passengers in accordance with the following table:

ATLANTIC COAST LINE SYSTEM.

WILMINGTON AND WELDON RAILROAD—Main Line.

PASSENGER—Standard Tariff.

WILSON AND FAYETTEVILLE BRANCH.

PASSENGER—Standard Tariff.

SCOTLAND NECK BRANCH.

PASSENGER—Standard Tariff.

TARBORO BRANCH.

PASSENGER—Standard Tariff.

WASHINGTON BRANCH.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.
Second Class, 3 cents per mile.

CLINTON BRANCH.

PASSENGER—Warsaw to Elliott, First Class, 25c; Second Class, 20c.
Warsaw to Clinton, First Class, 40c; Second Class, 35c.

NASHVILLE BRANCH.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.
Second Class, 3 cents per mile.

NORFOLK AND CAROLINA RAILROAD.

PASSENGER—Standard Tariff.

PETERSBURG RAILROAD.

PASSENGER—Standard Tariff.

FREIGHT—Tariff all roads above, as follows:

DISTANCE. Miles.	PER 100 POUNDS.											BARRELS. PER 100 POUNDS.	PER TON.		PER CAR LOAD.			Cotton.	Leaf Tobacco in Hogsheads, etc.		
	1	2	3	4	5	6	A	B	C	D	E		F	H	K	L	M			N	O	P
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$	\$	cts.	cts.
5	12	10	8	6	6	5	5	5	5	4	6	10	6	4	60	85	9 00	8 00	5 00	9	7
10	18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50	9	8
15	21	16	14	11	9	9	8	8	7	6	9	14	11	5½	75	1 00	11 00	10 00	7 50	11	9
20	24	18	16	13	11	9	8	9	8	7	11	16	13	6	80	1 05	12 00	10 00	8 50	13	13
25	27	20	18	15	13	10	9	10	9	8	13	18	15	6½	90	1 15	14 00	11 00	9 50	16	13
30	30	24	20	18	14	11	9	11	10	8	14	20	18	7	1 00	1 25	16 00	12 00	10 50	19	14
35	33	26	22	20	15	12	10	12	10	9	15	20	20	7½	1 10	1 35	18 00	14 00	11 50	20	15
40	33	26	22	20	15	12	10	12	10½	9	15	21	20	8	1 10	1 35	18 00	14 00	12 00	21	17
45	36	28	24	22	17	13	11	13	10½	9	17	21	22	8	1 20	1 45	20 00	16 00	12 00	22	17
50	36	28	24	22	17	13	11	13	11	9	17	22	22	8	1 20	1 45	20 00	16 00	12 00	23	17
55	39	30	26	23	18	14	12	14	11	10	18	22	23	8	1 30	1 55	22 00	17 00	13 00	23	18
60	39	30	26	23	18	14	12	14	11½	10	18	23	23	9	1 30	1 55	22 00	17 00	13 00	23	18
65	42	32	28	23	19	15	13	15	11½	10	19	23	23	9	1 30	1 60	24 00	17 00	13 00	24	19
70	42	32	28	23	19	15	13	15	12	10	19	24	23	9	1 30	1 60	24 00	17 00	14 00	24	19
75	44	34	30	24	20	17	13	15	12	10	20	24	24	9½	1 40	1 65	24 00	18 00	14 00	24	19
80	44	34	30	24	20	17	13	15	13	11	20	26	24	9½	1 40	1 65	24 00	18 00	14 00	24	19
85	45	36	31	24	21	17	13½	15½	13	11	21	26	24	9½	1 40	1 70	24 00	18 00	15 00	25	20
90	46	36	31	24	21	17	13½	15½	13½	11	21	27	24	9½	1 40	1 70	25 00	18 00	15 00	25	20
100	47	38	32	26	22	18	13½	15½	14	11½	22	28	26	10	1 50	1 75	25 00	19 00	16 00	25	20
110	50	40	33	27	22	18	14	16	14	12	22	28	27	10	1 55	1 80	25 00	19 00	16 00	26	21
120	50	42	34	27	23	19	14	16	15	12	23	30	27	10½	1 60	1 85	25 00	20 00	16 75	26	21
130	52	44	35	28	23	19	15	17	16	13	23	32	28	10½	1 60	1 90	25 00	20 00	17 00	28	22
140	52	46	36	28	24	19½	15	17	16	13	24	32	28	10½	1 60	1 95	25 05	21 00	17 00	28	22
150	54	47	37	29	24	20	15½	18	17	14	24	34	29	11	1 65	2 00	25 10	21 00	17 05	29	23½
160	54	47	39	29	25	20	15½	18	17	14	25	34	29	11	1 65	2 05	25 10	22 00	17 05	29	33½
170	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1 65	2 10	25 15	22 50	17 10	32	24
180	55	48	40	30	26	20¼	16	19	18	15	26	36	30	12	1 65	2 10	25 15	22 50	17 10	32	24
190	56	49	40½	30½	27	20½	16¼	19¼	18¼	15½	27	38	30½	12	1 65	2 15	25 20	23 00	17 15	34	24½
200	56	49	40½	30½	27	20½	16¼	19¼	18¼	15½	27	38	30½	12¾	1 70	2 18	25 20	23 00	17 15	34	24½
210	57	50	41	31	28	20¾	16½	19½	18½	16	28	39	31	13	1 70	2 20	25 25	23 50	17 20	34½	25

ALBEMARLE AND RALEIGH RAILROAD.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—The Standard Tariff with 15 per cent. added.

MIDLAND NORTH CAROLINA RAILROAD.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—The Standard Tariff with ten per cent. added on Classes 4, 5, 6, A, B, E, H.

Apply Commissioners' Standard Tariff on all other classes.

CHERAW AND DARLINGTON RAILROAD.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—

	PER 100 POUNDS.											PER BBL	PER 100 LBS.	PER TON 2,000 LBS	PER CAR LOAD, 20,000 LBS.	PER 100 LBS.									
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	R	S	S		

WILMINGTON, COLUMBIA AND AUGUSTA.

PASSENGER—Standard Tariff.

FREIGHT—On Classes 1 to H, inclusive, the Standard Tariff with 20 per cent. added. All other classes the Standard Tariff without percentage.

RICHMOND AND DANVILLE SYSTEM.**ATLANTA AND CHARLOTTE AIR-LINE.****CHARLOTTE, COLUMBIA AND AUGUSTA.****NORTH CAROLINA RAILROAD.****PIEDMONT RAILROAD.****WESTERN NORTH CAROLINA RAILROAD—Salisbury to Paint Rock.**PASSENGER, }
FREIGHT, } Apply Commissioners' Standard Tariff.**ATLANTIC, TENNESSEE AND OHIO RAILROAD.**

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 10 per cent. to Commissioners' Standard Tariff.

ASHEVILLE AND SPARTANBURG RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 25 per cent. to Standard Tariff.

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 10 per cent. to Commissioners' Standard Tariff.

NORTH-WESTERN NORTH CAROLINA RAILROAD.**GREENSBORO TO WINSTON.**

Commissioners' Standard Tariff.

WINSTON TO WILKESBORO.PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 25 per cent. to Commissioners' Standard Tariff.

NORTH CAROLINA MIDLAND RAILROAD.PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Commissioners' Standard Tariff with 25 per cent. added.

OXFORD AND CLARKSVILLE RAILROAD COMPANY.PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 20 per cent. to Commissioners' Standard Tariff.

OXFORD AND HENDERSON RAILROAD COMPANY.

PASSENGER—Standard Tariff.

FREIGHT—Add 20 per cent. to Commissioners' Standard Tariff.

WESTERN NORTH CAROLINA RAILROAD COMPANY.

(Murphy Division.)

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 25 per cent. to Commissioners' Standard Tariff.

STATESVILLE AND WESTERN RAILROAD.PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—

DISTANCES.	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.				PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 POUNDS.			FERT'LIZ'RS, PER 100 LBS.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	Car Load, 20,000 Lbs.	L. C. L.
Five Miles...	15	12	10	8	6	5	5	5	5	5	6	10	8	7	5	75	90	800	700	600	5	6
Ten miles...	18	17	15	12	10	9	6	9	8	6	10	14	12	10	5	85	100	1,000	900	750	5	6
Fifte'n miles	21	19	17	14	12	11	7	10	9	7	12	16	14	11	$5\frac{1}{2}$	95	110	1,100	1,000	900	$5\frac{1}{2}$	$6\frac{1}{2}$
Tw'ntym'l's	23	21	19	16	13	12	8	11	10	8	13	18	16	12	6	100	120	1,200	1,100	1,000	6	7

STATE UNIVERSITY RAILROAD.PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—

	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.				PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 POUNDS.			FERT'LIZ'RS, PER 100 LBS.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	Car Load, 20,000 Lbs.	L. C. L.
Five miles or under -----	12	10	8	6	6	5	5	5	5	4	6	10	6	7	4	60	85	900	800	600	4	5
Ten miles or under -----	17	13	11	9	7	7	6	6	7	5	7	13	9	8	$4\frac{1}{2}$	70	90	1,000	900	700	$4\frac{1}{2}$	$5\frac{1}{2}$

YADKIN RAILROAD.PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—Add 25 per cent. to Commissioners' Standard Tariff.

SEABOARD AIR-LINE SYSTEM.**SEABOARD AND ROANOKE RAILROAD COMPANY.**

Commissioners' Standard Tariff.

RALEIGH AND GASTON RAILROAD COMPANY.

Commissioners' Standard Tariff.

DURHAM AND NORTHERN RAILWAY COMPANY.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 20 per cent. to Commissioners' Standard Tariff.

RALEIGH AND AUGUSTA AIR-LINE RAILROAD COMPANY.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—Add 15 per cent. to Commissioners' Standard Tariff.

CAROLINA CENTRAL RAILROAD COMPANY.PASSENGER—First class, $3\frac{1}{2}$ cents per mile.

Second class, 3 cents per mile.

FREIGHT—Add 30 per cent. to Commissioners' Standard Tariff.

LOUISBURG RAILROAD COMPANY.

PASSENGER—First class, 4 cents per mile.

Second class, 3 cents per mile.

FREIGHT—

DISTANCES.	PER 100 POUNDS.												PER BBL.	PER 100 POUNDS.		CAR LOAD RATES.														
																PER TON, 2,000 LBS.		PER CAR LOAD.												
	First Class.		Second Class.		Third Class.		Fourth Class.		Fifth Class.		Sixth Class.		Class A.		Class B.		Class C.		Class D.		Class E.		Class F.	Class H.	Class K.	Class L.	Class M.	Class N.	Class O.	Class P.
	1	2	3	4	5	6	7	8	9	10	11	12	A	B	C	D	E													
Seven miles and under.	12	10	8	6	6	5	5	5	5	5	4	6	10	6	4	60	85	9	00	8	00	5	00							
Twelve miles and over seven -----	17	13	11	9	7	7	6	6	6	5	7	12	9	4½	70	90	10	00	9	00	6	50								

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY.

FREIGHT—

DISTANCES (MILES).	PER 100 POUNDS.										PER. BBL.	PER 100 POUNDS				PER TON, 2,000 LBS.	PER CAR LOAD, 20,000 POUNDS.				PER 100 POUNDS.	PER TON, 2,000.					
	1	2	3	4	5	6	A	B	C	D		E	F	H	J		K	L	M	N			O	P	R	Fer- tilizers.	
12 and under..	16	14	12	10	9	8	8	8	7	9	16	10	9	6	50	1	00	10	00	9	00	7	1	00			
20 and over 12.	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	60	1	15	13	00	11	00	8	1	35		
30 and over 20.	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	70	1	30	15	00	12	00	9	1	60		
40 and over 30.	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	80	1	45	17	00	13	00	10	1	75		
50 and over 40.	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	90	1	60	19	00	14	00	10	1	90		
60 and over 50.	44	39	33	30	22	20	14½	19½	13	12	22	26	30	24	10½	1	00	1	70	21	00	15	00	11	2	00	
70 and over 60.	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	1	05	1	80	23	00	16	00	11	2	10	
80 and over 70.	50	45	35	32	24	21	15½	20½	15	13½	24	30	32	26	11¼	1	10	1	90	25	00	17	00	11	75	2	20
90 and over 80.	53	46	36	33	25	21½	16	20¾	16	14	25	32	33	27	11½	1	15	2	00	26	00	18	00	12	00	2	30
100 and over 90.	55	47	37	34	26	22	16¼	21	17	14½	26	34	34	28	11¾	1	20	2	10	27	00	19	00	12	25	2	35
110 and over 100	57	48	38	35	27	22½	16½	21¾	18	14¾	27	36	35	29	12	1	25	2	20	28	00	20	00	12	50	2	38
120 and over 110	59	49	39	36	28	23	16¾	21½	19	15	28	38	36	30	12¼	1	30	2	30	29	00	21	00	12	75	2	40
130 and over 120	60	50	40	37	29	23½	17	21¾	20	15¼	29	40	37	31	12½	1	35	2	35	30	00	22	00	13	00	2	42

PITTSBORO RAILROAD.

PASSENGER—First class, 4 cents per mile.

Second class, $3\frac{1}{2}$ cents per mile.

FREIGHT—

DISTANCES.	PER 100 POUNDS.											PER BBL.	PER 100 POUNDS.		CAR LOAD RATES.					
															PER TON, 2,000 LBS.		PER CAR LOAD.			
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.	Class D.	Class E.	Class F.	Class H.	Class K.	Class L.	Class M.	Class N.	Class O.	Class P.	
	1	2	3	4	5	6	A	B	C	D	E									
Seven miles and under.	14	12	9	7	7	6	6	6	6	4½	7	11½	7	4½	70	90	10 00	9 00	5 75	
Twelve miles and over seven	17	13	11	9	7	7	6	6	7	5	9	13	9	4½	70	90	10 00	10 00	7 00	

ROANOKE AND TAR RIVER RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—To Classes 1, 2, 3, 4, 5 and 6, add 20 per cent. to Commissioners' Standard Tariff.

To Classes A, B, C, D, E, F, H, K, L, M, N, and O, add 10 per cent. to Commissioners' Standard Tariff.

To Class P apply Commissioners' Standard Tariff.

PALMETTO RAILROAD.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—

DISTANCES.	PER 100 POUNDS.											PER BARREL.	PER 100 POUNDS.			PER TON.		PER CAR LOAD. 20,000lbs. to be Charged for. Excess in same Proportion.			PER 100 POUNDS.
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	R
3 Miles and under-----	10	8	7	6	5	4	4	4	5	4	5	9	6	5	3	25	40	5 00	4 00	4 00	3
10 Miles and over 3 miles	17	15	13	11	9	8	8	8	9	7	9	16	11	10	7	50	80	8 00	7 00	7 00	7
16 Miles and over 10 mil's	20	18	17	15	11	10	10	10	11	8	11	20	15	14	8	55	90	9 60	8 00	7 50	7½
20 Miles and over 16 mil's	25	22	19	17	13	11	10	11	12	9	14	22	17	16	8½	60	1 20	10 50	10 00	8 00	8

MISCELLANEOUS ROADS.

ABERDEEN AND ROCK FISH RAILROAD.

FREIGHT—

CLASS.											PER BARREL.	PER 100 LBS.			PER TON 2,000.		CAR LOADS, 20,000 POUNDS. (Except Lumb'r)			COTTON IN BALES PER 100 LBS.	GUANO PER TON.	ROSIN PER 100 LBS.		
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P				
Leavitts	8	7½	7		6	5	4	4	4	5	4	5	7	5	7	3	40	60	6 00	5 00	4 80	4	50	2
Hilton	10	9	8½	7	6	5	5	5	5	5	5	10	8	8	4	55	80	8 00	6 00	4 80	6	60	2½	
Buffalo	12	11	10½	10	8	7	7	7	6	5½	6	15	10	10	5	75	95	10 00	8 00	6 00	8	70	3	

Class "D," car load lots, one cent per hundred pounds less than above rates.
Minimum Package rate 10 cents.

ABERDEEN AND WEST END RAILROAD.

PASSENGER—First class, 3 cents per mile.

Second class, 2½ cents per mile.

FREIGHT—

	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.			PER TON.		
	1	2	3	4	5	6	A	B	D	E		F	H	J	K	L	M
From Aberdeen to Linden	10	9	8	7	6	5	5	5	6	5	6	10	7	9	4	60	90
From Aberdeen to West End	15	13	12	11	8	7½	7	7	7	6	7	12	11	11	5½	75	1 00
From Aberdeen to Old Store	18	15	14	13	10	8	8	8	8	7	10	15	12	12	6	80	1 05
From Aberdeen to Eagle Springs																	
From Aberdeen to Allred's	20	17	15	14	12	9	9	9	9	8	12	18	14	13	6½	90	1 15
From Aberdeen to Candor																	

	CAR LOAD.			COTTON IN BALES, SPECIAL, PER 100 POUNDS.	GUANO PER TON, 20,000 POUNDS, CAR LOAD.	ROSIN PER 100 POUNDS.
	20,000 LBS. (EX- CEPT LUMBER).					
	N	O	P			
From Aberdeen to Linden-----	8 00	6 50	4 80	6	60	2½
From Aberdeen to West End-----	9 00	8 00	6 00	8	80	3
From Aberdeen to Old Store -----	10 00	9 00	7 20	10	90	3½
From Aberdeen to Eagle Springs - }						
From Aberdeen to Allred's-----	11 00	10 00	8 40	12	1 00	4
From Aberdeen to Candor ----- }						

ATLANTIC AND NORTH CAROLINA RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—

DISTANCES.	PER 100 POUNDS.										PER BARREL.	PER 100 POUNDS.			PER TON 2,000 LBS.		PER CAR LOAD 20,000 POUNDS.			PER 100 POUNDS.	
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N		O	P	R
5 Miles and under -----	15	12	10	8	6	5	5	5	6	5	6	12	8	5	4½	60	60	12 00	9 00	6 00	5
10 Miles and over 5 -----	18	14	12	10	8	7	7	7	7	5	8	14	10	6	5	65	65	13 00	10 00	6 00	5
15 Miles and over 10 -----	21	17	15	12	10	8	8	9	8	6	10	15	12	8	5½	70	75	14 00	11 00	6 00	6
20 Miles and over 15 -----	24	20	17	14	11	9	9	11	9	6	11	16	14	10	6	75	80	15 00	12 00	6 00	8½
25 Miles and over 20 -----	27	22	18	15	12	10	10	13	10	6	12	18	15	15	6	90	95	16 00	12 00	7 00	9
30 Miles and over 25 -----	30	24	20	17	13	12	11	14	11	6½	13	19	17	15	6½	95	1 00	17 00	13 00	7 00	10
35 Miles and over 30 -----	30	25	20	18	15	15	15	15	16	6½	15	25	18	15	6½	1 00	1 05	17 00	13 00	7 00	11
40 Miles and over 35 -----	30	25	20	18	15	15	15	15	16	7	15	25	18	15	7	1 05	1 10	17 00	14 00	7 00	11
45 Miles and over 40 -----	32	27	22	20	17	15	15	15	17	7	16	26	20	17	7	1 05	1 15	17 50	14 00	8 00	12
50 Miles and over 45 -----	34	29	24	21	19	15	15	15	18	7	19	27	21	18	7	1 10	1 20	18 00	14 00	8 00	12
55 Miles and over 50 -----	36	30	25	22	20	15	15	15	19	7	20	28	22	18	7	1 10	1 20	18 50	14 00	8 00	12
60 Miles and over 55 -----	38	32	26	23	20	15	15	15	19	7	20	29	23	20	7½	1 10	1 20	20 00	15 00	8 00	12
65 Miles and over 60 -----	39	33	27	24	21	16	16	16	20	8	21	30	24	20	8	1 15	1 25	20 50	15 00	9 00	13
70 Miles and over 65 -----	40	34	28	25	21	17	17	17	21	9	21	31	25	20	9	1 15	1 25	21 00	15 50	9 00	13
75 Miles and over 70 -----	42	35	29	26	22	19	18	19	22	10	22	32	26	20	10	1 15	1 25	21 50	15 50	9 00	13
80 Miles and over 75 -----	43	36	30	27	23	20	19	20	23	11	23	33	27	20	11	1 20	1 30	22 00	16 00	9 00	13
85 Miles and over 80 -----	45	38	31	28	24	21	20	21	24	12	24	34	28	21	12	1 20	1 30	23 00	16 50	10 00	13
90 Miles and over 85 -----	46	39	32	29	25	22	20	22	25	13	25	35	29	21	13	1 20	1 30	24 00	17 00	10 00	14
95 Miles and over 90 -----	47	40	33	30	26	23	20	23	26	14	26	36	30	21	14	1 20	1 30	24 00	17 50	10 00	14

Lumber. Special rate—See file.

ATLANTIC AND DANVILLE RAILWAY COMPANY.

FREIGHT,
 PASSENGER.

} Apply special Tariff on file.

CAPE FEAR AND YADKIN VALLEY RAILROAD COMPANY.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT TARIFF—

DISTANCES (MILES).	PER 100 POUNDS.															PER BEL	PER 100 LBS.					PER TON 2,000 LBS.		PER CAR LOAD 20,000 LBS.		FERTIL- IZER PER 100 LBS.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	C. L. 20,000 Min.	L. C. L.					
5 and under	12	10	8	6	6	5	5	5	5	4	6	10	6	7	4	60	85	900	800	500	4	5					
10 and under	18	14	12	10	9	7	7	7	7	6	9	14	12	8	5	70	95	1100	1000	650	5	6					
15 and under	21	18	16	14	11	8	7	8	8	7	11	16	14	9	5½	75	1 00	1200	1100	750	5½	6½					
20 and under	24	20	17	15	12	9	8	9	9	8	12	18	15	10	6	80	1 05	1300	1200	850	6	7					
25 and under	27	22	19	16	13	10	9	10	10	8	13	20	16	11	6½	90	1 15	1500	1200	950	6½	7					
30 and under	30	24	21	18	14	11	10	11	11	9	14	20	18	12	7	1 00	1 25	1600	1400	1050	7	8½					
35 and under	33	26	22	20	16	12	10	12	12	10	16	22	20	13	8	1 10	1 35	1800	1600	1150	8	9½					
40 and under	36	26	22	20	16	12	10	12	12	10	16	22	20	13	8	1 10	1 35	1800	1600	1200	8	9½					
45 and under	36	29	25	22	18	13	11	13	13	11	18	26	22	15	9	1 20	1 45	2000	1800	1200	9	11					
50 and under	38	29	25	22	18	13	11	13	13	11	18	26	22	15	9	1 20	1 45	2000	1800	1200	9	11					
55 and under	39	32	28	24	20	14	12	14	14	11	20	28	24	16	9	1 30	1 55	2300	1800	1300	9	11					
60 and under	39	32	28	24	20	14	12	14	14	11	20	28	24	16	9	1 30	1 55	2300	1800	1300	9	11					
65 and under	42	34	30	25	21	15	13	15	15	12	21	29	25	17	10	1 30	1 60	2500	2000	1300	10	12					
70 and under	42	34	30	25	21	15	13	15	15	12	21	29	25	17	10	1 30	1 60	2500	2000	1400	10	12					
75 and under	44	36	32	26	22	15	13	15	15	12	22	32	26	18	10	1 40	1 65	2700	2000	1400	10	12					
80 and under	44	36	32	26	22	15	13	15	15	12	22	32	26	18	10	1 40	1 65	2700	2000	1400	10	12					
85 and under	47	38	33	27	23	16	14	16	16	12½	23	32	27	19	10½	1 40	1 70	2900	2100	1500	10½	12½					
90 and under	47	38	33	27	23	16	14	16	16	12½	23	32	27	19	10½	1 40	1 70	2900	2100	1500	10½	12½					
95 and under	50	40	35	27	24	16	14	16	16	13	24	33	27	20	10½	1 50	1 75	3000	2100	1500	10½	12½					
100 and under	50	40	35	27	24	16	14	16	16	13	24	33	27	20	10½	1 50	1 75	3000	2100	1600	10½	12½					
110 and under	52	42	36	28	24	17	15	17	17	13	24	33	28	21	11	1 55	1 80	3000	2200	1600	11	13½					
120 and under	54	44	37	29	25	18	15	18	18	14	25	34	29	22	11	1 60	1 85	3100	2200	1700	11	13½					
130 and under	56	46	38	29	25	18	15	18	18	14	25	34	29	23	11½	1 65	1 90	3200	2300	1800	11½	14					
140 and under	58	47	38	30	26	19	16	19	19	14	26	35	30	23	12	1 70	1 95	3300	2400	1800	12	14½					
150 and under	59	48	39	30	26	19	16½	19	19	15	26	37	30	23½	12	1 75	2 05	3400	2400	1900	12	14½					
160 and under	59	49	39	31	27	20	17	20	19	15	27	39	31	23½	12½	1 85	2 10	3400	2500	1900	12½	15					
170 and under	60	50	41	31	27	20	17	21	20	16	27	40	31	24	12½	1 85	2 10	3500	2500	2000	12½	15					
180 and under	61	51	42	32	28	21	17	22	21	17	28	42	32	24	13	1 90	2 10	3500	2600	2000	13	15½					
190 and under	62	52	43	33	29	22	17½	22	21	17	29	43	33	24½	13½	1 90	2 15	3700	2700	2100	14	16¾					
200 and under	63	53	44	34	30	23	17½	23	22	17½	30	44	34	24½	14	1 95	2 20	3800	2800	2100	14½	17½					
210 and under	63	53	44	34	30	23	17½	23	22	17½	30	44	34	24½	14	1 95	2 20	3800	2800	2200	14½	17½					
220 and under	64	54	45	35	31	24	18	23½	22½	18	31	45	35	25	14½	2 00	2 25	3900	2900	2200	15	18					
230 and under	64	54	45	35	31	24	18	23½	22½	18	31	45	35	25	14½	2 00	2 25	3900	2900	2300	15	18					
240 and under	66	56	46	37	33	25	18	24	23	18	33	46	37	25	15	2 05	2 30	4000	3000	2300	15	18					
250 and under	66	56	46	37	33	25	18	24	23	18	33	46	37	25	15	2 05	2 30	4000	3000	2300	15	18					
260 and under	68	58	48	38	34	26	19	25	24	19	34	47	38	26	16	2 10	2 35	4100	3100	2400	16	19					
270 and under	68	58	48	38	34	26	19	25	24	19	34	47	38	26	16	2 10	2 35	4100	3100	2500	16	19					

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

FREIGHT—

DISTANCES.	PER ONE HUNDRED POUNDS.											PER 100 LBS.		PER TON 2,000 LBS.		PER CAR LOAD 20,000 LBS.		PER 100 LBS.			
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M		N	O	P	R
For 5 miles or less-----	15	12	10	8	6	5	5	5	6	5	6	12	8	8	4½	70	80	900	800	700	5
For 10 miles or over 5 miles.	18	14	12	10	8	7	7	7	7	6	8	14	10	10	5	75	90	1000	850	750	6
For 15 miles or over 10 miles.	21	17	15	12	10	8	8	9	8	7	10	14	12	12	5½	90	105	1100	935	800	7
For 20 miles or over 15 miles.	24	20	17	14	11	8	9	11	9	8	11	16	14	14	6	110	130	1200	1100	850	8
For 25 miles or over 20 miles.	27	22	18	15	12	10	10	13	10	8	12	18	15	15	7½	120	130	1400	1200	900	9
For 30 miles or over 25 miles.	30	24	20	17	13	12	11	14	11	9	13	19	17	16	8½	130	150	1450	1301	950	10
For 35 miles or over 30 miles.	33	26	21	18	14	13	12	15	12	10	14	24	18	17	9	135	175	1500	1350	1000	11
For 40 miles or over 35 miles.	36	28	23	19	15	14	13	16	13	10	15	24	19	19	9	135	175	1700	1400	1050	12
For 45 miles or over 40 miles.	38	32	26	22	17	15	14	17	14	11	17	25	22	22	10	140	190	1900	1400	1100	13
For 50 miles or over 45 miles.	42	36	29	25	19	16	15	18	15	12	19	27	25	25	11	145	200	2300	1500	1150	14
For 60 miles or over 50 miles.	46	39	32	27	21	17	16	19	15½	13	21	28	27	27	11	150	210	2500	1600	1200	15
For 70 miles or over 60 miles.	50	42	35	29	23	18	17	19	16	14	23	29	29	29	12	155	220	2700	1700	1250	15
For 80 miles or over 70 miles.	54	45	38	31	25	19	18	20	16½	14½	25	30	31	30	12	160	230	2900	1800	1300	16
For 90 miles or over 80 miles.	57	48	41	33	27	20	19	20	17	15	27	31	33	31	13	165	240	3100	1900	1350	17
For 100 miles or over 90 miles.	60	51	43	35	28	21	20	21	17½	15½	28	32	35	32	13	170	250	3300	2000	1400	18
For 110 miles or over 100 miles.	63	54	46	37	30	22	20½	22	18	16	30	32	37	33	13½	175	260	3500	2100	1450	19
For 120 miles or over 110 miles.	66	56	48	39	32	23	21	23	18½	16½	32	33	39	34	14	180	270	3700	2200	1500	20
For 130 miles or over 120 miles.	68	58	50	41	34	24	21½	24	19	17	34	34	41	35	14½	185	280	3800	2300	1550	21
For 140 miles or over 130 miles.	70	60	52	43	36	25	22	25	20	17½	36	36	43	36	15	190	285	3900	2400	1600	22
For 150 miles or over 140 miles.	71	61	53	44	37	26	22½	26	21	18	37	37	44	37	15½	195	290	4000	2500	1650	23
For 160 miles or over 150 miles.	72	62	54	45	38	27	23	27	22	18½	38	38	45	38	16	200	295	4100	2600	1700	24
For 170 miles or over 160 miles.	73	63	55	46	39	28	23½	28	23	19	39	39	46	39	16½	205	300	4200	2700	1750	25

Cotton (without percentage) 6th Class.

CHESTER AND LENOIR RAILROAD.

PASSENGER—First class, $3\frac{1}{2}$ cents per mile.
Second class, 3 cents per mile.

FREIGHT—

	PER 100 POUNDS.										PRBL	PER 100 LBS.			PER TON, 2,000 LBS.		PER CAR LOAD, 15,000 POUNDS.			FERTILIZERS PER 100 LBS.		
																				C. L. 15,000 Lbs. Min.	L. C. L.	
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N			O	P
5 miles and under...	16	14	12	10	9	8	8	8	8	7	9	16	10	9	6	50	100	750	675	525	3¾	4½
10 miles and over 5...	16	14	12	10	9	8	8	8	8	7	9	16	10	9	6	50	100	750	675	525	3¾	4½
15 miles and over 10...	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	60	115	975	825	600	5	6
20 miles and over 15...	25	22	19	17	13	12	10	12	9	8	13	18	17	10	8	60	115	975	825	600	5	6
25 miles and over 20...	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	70	130	1125	900	675	6	7¼
30 miles and over 25...	33	30	26	24	17	16	12	16	10	9	17	20	24	15	9	70	130	1125	900	675	6	7¼
35 miles and over 30...	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	80	145	1275	975	750	6½	8
40 miles and over 35...	37	33	29	27	19	18	13	18	11	10	19	22	27	20	9½	80	145	1275	975	750	6½	8
45 miles and over 40...	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	90	160	1425	1050	788	7	8½
50 miles and over 45...	41	36	32	29	21	19	14	19	12	11	21	24	29	23	10	90	160	1425	1050	788	7	8½
55 miles and over 50...	44	36	32	29	21	19	14	19	12	11	21	24	29	24	10	90	160	1425	1050	788	7½	9
60 miles and over 55...	44	39	33	30	22	20	14½	19½	13	12	22	26	30	24	10½	100	170	1575	1125	825	7½	9
65 miles and over 60...	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	105	180	1725	1200	863	8	9½
70 miles and over 65...	47	42	34	31	23	20½	15	20	14	13	23	28	31	25	11	105	180	1725	1200	863	8	9½

CARTHAGE RAILROAD.

PASSENGER—First class, Cameron to Carthage, 50 cents.
Second class, Cameron to Carthage, 40 cents.

FREIGHT—

[illegible]

EGYPT RAILWAY COMPANY.

PASSENGER—First Class, 4 cents per mile.

Second Class, 3 cents per mile.

STANDARD FREIGHT TARIFF FOR TEN (10) MILES DISTANCE.

1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
18	13	11	9	8	7	6	6	6	5	8	12	9	5	70	95	10 00	9 00	6 50

GLENDON AND GULF RAILROAD COMPANY.

PASSENGER—

PASSENGER TARIFF.

STATIONS.	GULF.	PALMER.	CARBON- TON.	HAW BRANCH.	RIVERSIDE.	GLENDON.
Gulf	-----	0.10	0.15	0.20	0.25	0.25
Palmer	0.10	-----	0.10	0.15	0.20	0.20
Carbonton	0.15	0.10	-----	0.10	0.15	0.15
Haw Branch	0.20	0.15	0.10	-----	0.10	0.10
Riverside	0.25	0.20	0.15	0.10	-----	0.10
Glendon	0.25	0.20	0.15	0.15	0.10	-----

FREIGHT—

DISTANCES.	PER 100 POUNDS.										PER BARREL.	PER 100 LBS.			PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 LBS.		LUMBER, 24,000 LBS. MIN.	FERTILIZERS PBR 100 LBS.		
	1	2	3	4	5	6	A	B	C	D	E	F	H	J	K	L	M	N	O	P	C.L. 20,000 Lbs. Min.	L.C. L.
5 miles and under.....	15	12	10	8	8	6	6	6	6	5	8	12	9	8	5	65	90	1000	900	600	5	6
10 miles and over 5 miles	20	16	14	12	10	8	7	8	8	7	10	15	13	9	6	75	1 00	1200	1100	700	6	7
15 miles and over 10 miles	23	19	17	15	12	9	8	9	9	8	12	17	15	10	6	80	1 05	1300	1200	800	6	7
20 miles and over 15 miles	26	21	18	16	13	10	9	10	10	8	13	19	16	11	6½	85	1 10	1400	1200	900	6½	7

JAMESVILLE AND WASHINGTON RAILWAY COMPANY.

PASSENGER, }
 FREIGHT. } Special Tariff on file.

MARIETTA AND NORTH GEORGIA RAILROAD COMPANY.

PASSENGER—3 cents per mile.

FREIGHT—

DISTANCES.	PER ONE HUNDRED POUNDS.											PER BARREL.	PER 100 POUNDS.					PER TON.		PER CAR.				PER 100.
													F	G	H	J	K	L	M	N	O	P	R	
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R		
5 Miles	15	14	12	10	9	7	6	5	4½	4	5	9	3	10	10	5	44	65	6.25	6.60	5.00	8		
10 "	20	17	14	12	11	10	9	8	5½	5	6	11	4	12	12	6	62	1.00	8.10	9.60	8			
15 "	23	20	18	15	13	11	10	9	6½	5½	7	13	4½	15	15	6	88	1.05	9.35	10.80	9			
20 "	25	22	20	17	15	12	11	10	6½	6	8	13	6	17	16	7	75	1.10	10.00	12.00	9			
25 "	28	25	22	20	16	14	12	11	7½	7	9	15	7	20	17	8	79	1.15	11.25	13.20	10			
30 "	30	26	24	22	17	14	13	11	7½	7	9	15	7½	21	18	8	87	1.25	12.50	13.20	10			
35 "	33	28	26	24	19	15	14	12	8	7½	10	16	8	24	20	9	93	1.30	15.00	14.40	10			
40 "	34	30	28	25	20	15	15	12	8	8	10	16	8	25	21	10	106	1.35	16.25	14.40	11			
45 "	36	32	30	26	21	16	15	13	9	8	11	18	8½	26	22	10	112	1.45	17.50	15.60	12			
50 "	38	34	31	28	22	16	15	13	9	8	11	18	8½	27	23	10	123	1.50	17.50	15.60	12			
55 "	40	36	32	29	23	17	16	14	9½	9	12	19	9½	28	25	11	123	1.55	17.50	16.80	13			
60 "	42	38	33	30	24	17	16	14	9½	9	12	19	9½	30	26	11	123	1.60	18.10	16.80	13			
65 "	44	40	35	31	25	19	17	15	10	9½	13	20	9½	32	27	11	125	1.70	18.75	18.00	13			
70 "	45	42	36	32	25	19	17	15	10	9½	13	20	9½	33	28	12	130	1.75	20.60	19.00	14			
75 "	47	44	37	33	26	20	18	16	10½	10	14	21	9½	35	30	12	143	1.80	21.25	19.20	15			
80 "	49	45	38	34	26	20	18	16	10½	10	14	21	9½	36	30	12	143	1.85	21.25	20.40	15			
85 "	51	46	40	36	27	21	19	17	11	10½	15	22	10	36	30	12	143	2.00	23.50	20.40	16			
90 "	52	47	41	36	27	21	19	17	11	10½	15	22	10	37	31	12	150	2.10	25.00	20.40	17			
95 "	55	49	42	37	28	22	20	18	12	11	16	24	16	37	31	12	155	2.20	26.25	20.40	17			
100 "	56	50	44	38	29	22	20	18	12	11	16	24	16	38	32	12	160	2.30	28.75	21.60	18			
110 "	60	52	46	39	30	23	21	19	12	12	17	24	16	38	32	12	170	2.50	30.00	22.80	20			
120 "	63	55	48	40	31	25	22	20	13	13	18	28	11	41	33	13	185	2.60	31.25	22.80	20			
130 "	67	57	51	41	32	26	23	21	14	13	18	28	11	42	36	13	185	2.70	32.50	24.00	21			
140 "	71	60	53	42	34	27	24	22	14	13	18	28	11	43	37	13	210	2.75	33.75	24.00	21			
150 "	75	62	56	44	35	29	25	22	15	14	19	30	11	45	38	14	210	2.85	35.00	25.20	22			
160 "	77	65	57	45	36	30	26	23	16	15	19	32	11	46	40	15	220	2.90	36.25	25.20	22			
170 "	80	67	59	46	37	31	27	24	17	16	20	34	11½	47	41	15	220	3.00	37.50	26.40	23			
180 "	82	70	60	47	39	32	28	25	17	16	21	34	11½	48	42	16	250	3.05	37.50	26.40	23			
190 "	85	72	61	48	40	34	30	26	18	17	21	36	11½	49	43	16	250	3.10	38.75	27.60	25			
200 "	87	75	62	50	40	34	30	26	18	17	21	36	11½	50	43	16	250				26			
210 "	89								20	19	22	40	12	51	45	16	250				26			

NORFOLK AND SOUTHERN RAILROAD.

PASSENGER—Commissioners' Standard Tariff.

FREIGHT—

DISTANCES.		5	9 13	17 19	22 25	31 35 37 40 42 45	52 53 55 60 62 66	74	83 85 88
BETWEEN NORFOLK, BERKLEY AND STATIONS.	HOW CHARGED.	*PROVIDENCE	*PRINCESS ANNE CENTREVILLE	HICKORY GROUND INDIAN CREEK	NORTHWEST MOYOCK	SNOWDEN SHAWBORO GREGORY BELCROSS CAMDEN ELIZABETH CITY	*PASQUOTANK *OKISKO CHAPANOKÉ WINFALL HERTFORD *YEOPIM	EDENTON	MACKEY'S FERRY *CHESSONVILLE ROPER
CLASS.	Per	5 Miles and under.	Over 5 and under 15.	15 Miles and under 20.	20 Miles and under 30.	30 Miles and under 50.	50 Miles and under 70.	70 Miles and under 80.	80 Miles and under 90.
1st Class	100 lbs.	20	25	30	32	35	38	40	50
2d Class	"	15	20	25	27	30	33	35	40
3d Class	"	13	15	20	22	25	28	30	35
4th Class	"	12	13	18	20	22	24	25	30
5th Class	"	10	12	16	17	18	20	21	25
6th Class	"	8	10	13	14	15	16	17	20
Class A	"	8	10	13	14	15	16	17	20
Class B	"	8	10	13	14	15	16	17	20
Class C	"	8	10	13	14	15	16	17	20
Class D	"	6	8	9	10	11	12	13	15
Class E	"	8	10	13	14	15	16	17	20
Class F	barrel	10	15	17	20	20	22	25	25
Class H	100 lbs.	7	8	9	10	11	12	13	15
Class K	"	5	7	7	8	8	9	10	11

NORTHAMPTON AND HERTFORD RAILROAD COMPANY.

PASSENGER—

*First Class.**Second Class.*

Gumberry to Jackson 35 cents. 30 cents.

Gumberry to Mofield 25 “ 20 “

Jackson to Mofield 15 “ 10 “

FREIGHT—

DISTANCE (MILES).	PER 100 POUNDS.											PER BBL.	PER 100 LBS.		PER TON.		PER CAR LOAD.			
	1	2	3	4	5	6	A	B	C	D	E		F	H	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.	\$	cts.	\$	cts.
7 miles and under ----	14	12	10	7	7	7	6	6	5	4½	7	10	7	3½	65	70	7 00	8 00	5 00	
12 miles and over 7 ----	16	14	13	11	9	8	7	7	6	5½	9	11	10	4½	75	85	9 00	9 00	6 50	

MURFREESBORO RAILROAD.

PASSENGER—Pendleton to Murfreesboro, 25 cents.

FREIGHT—Special. See file.

NORFOLK AND WESTERN RAILROAD COMPANY.

LYNCHBURG AND DURHAM DIVISION.

PASSENGER—First Class, $3\frac{1}{2}$ cents per mile.

Second Class, 3 cents per mile.

May charge 10 cents as a minimum rate for Second Class tickets.

FREIGHT—

DISTANCES (MILES).	CLASSES IN CENTS PER 100 POUNDS.											PER BARREL. PER 100 POUNDS.	PER TON 2,000 POUNDS.		CTS. PER 100 LBS. C. L. 20,000 LBS.			IN ANY QUAN- TITY.			
															H H G'Ds LIVE STK.	CEMENT, PLASTER, SALT.	C M LUMBER, BARK, BOX MATER'AL.				
	1	2	3	4	5	6	A	B	C	D	E								F	H	J	K	L	M	N	O	P
5 and under	9	7	6	4	4	3	3	4	3	3	4	6	5	10	5	50	60	6	5	3½	10
10 and over 5	13	11	9	6	5	4	4	5	4	4	5	8	6	12	5	75	80	6	5	3½	12
15 and over 10	18	15	12	8	6	5	5	6	6	5	6	12	8	12	5	75	80	8	5	4	12
20 and over 15	20	17	13	9	7	6	6	7	6	6	7	12	11	14	6	1 00	1 10	9	6	4½	14
25 and over 20	21	18	14	9	8	7	6	7	7	6	8	14	11	14	6	1 00	1 10	9	7	4½	11
30 and over 25	23	20	16	10	9	8	6	8	8	6	9	16	11	14	6	1 00	1 10	9	7	4½	14
35 and over 30	28	23	18	12	11	9	8	10	9	7	11	18	12	15	7	1 10	1 20	10	7	5	15
40 and over 35	30	26	20	13	12	10	9	11	10	8	12	20	13	16	8	1 15	1 30	11	8	6	16
45 and over 40	33	28	22	14	12	10	9	11	10	9	12	20	14	16	8	1 20	1 30	12	8	6	16
50 and over 45	36	30	24	15	13	11	10	12	11	10	13	22	15	17	9	1 25	1 40	14	9	7	17
55 and over 50	38	32	25	16	14	11	11	13	12	10	14	24	16	17	9	1 30	1 45	15	10	7½	17
60 and over 55	43	36	28	18	16	13	12	15	13	11	16	26	18	17	9	1 30	1 50	15	10	7½	17
65 and over 60	44	37	29	19	17	14	13	16	14	12	17	28	19	18	9½	1 35	1 55	15	10	8	18
70 and over 65	46	38	30	20	18	14	13	16	14	12	18	28	20	18	10	1 40	1 60	15	10	8	18
75 and over 70	47	39	31	21	19	15	14	17	15	13	19	30	21	19	10	1 45	1 65	15	10	8	19
80 and over 75	49	41	32	23	20	16	14	17	16	13	20	32	22	20	11	1 50	1 70	15	11	9	20
85 and over 80	51	43	34	25	22	16	15	18	17	14	21	34	23	20	11	1 55	1 75	16	11	9	20
90 and over 85	53	45	35	26	23	17	15	18	18	14	23	36	25	21	11	1 60	1 80	16	11	9	21
95 and over 90	55	46	37	28	24	17	16	19	19	15	24	38	27	21	12	1 65	1 85	16	11	9	21
100 and over 95	57	48	39	29	25	18	16	19	20	15	25	40	29	22	12	1 70	1 90	17	12	9	22
105 and over 100	59	49	40	30	26	19	16	20	20	16	26	40	30	22	13	1 75	2 00	17	12	9	22
110 and over 105	60	50	41	31	27	20	17	21	21	16	27	42	31	24	13	1 80	2 10	17	12	10	24
115 and over 110	61	51	42	32	28	21	17	22	21	17	28	42	32	25	14	1 90	2 20	17½	13	11	25

ROANOKE AND SOUTHERN DIVISION.

PASSENGER—First class, $3\frac{1}{2}$ cents per mile.

Second class, 3 cents per mile.

FREIGHT—

DISTANCES.	PER 100 POUNDS.													PER BBL.	PER 100 LBS.	PER TON, 2 000 LBS.	PER CAR LOAD, 20,000 POUNDS, EXCESS IN PRO-PORTION.				PER 100 POUNDS.	Leaf Tobacco, heads or Tier-cos.	Car Load, 20,000 Lbs.	L. C. L.	FERTILIZERS, PER 100 LBS.	Fire-wood, per Cord (ten Cords per Car).		
	1	2	3	4	5	6	A	B	C	D	E	F	H				K	L	M	N							O	P	R	T
For 5 miles and under	8	7	4	4	4	4	4	4	4	4	4	4	8	4	3½	60	80	9 00	7 00	6 00	2¼	3	5	3½	4	50		
For 7 miles and over 5	9	8	5	5	5	5	5	5	5	5	5	10	5	4	65	85	10 00	8 00	7 00	2½	3.2	6	4	5	60			
For 10 miles and over 7	18	15	14	12	9	7	6	7	6	9	14	12	5	4	70	95	11 00	10 00	8 00	2½	3.2	8	5	6	65			
For 15 miles and over 10	21	18	16	14	11	8	7	8	7	11	16	14	5½	6	75	1 00	12 00	11 00	9 00	3.3	4	9	5½	6½	70			
For 20 miles and over 15	24	20	17	15	12	9	8	9	8	12	18	15	6	6	80	1 05	13 00	12 00	10 00	3.5	4.4	10	6	7	75			
For 25 miles and over 20	27	22	19	16	13	10	9	10	10	8	13	20	16	6	90	1 15	15 00	12 00	10 00	3.9	4.9	11	6.	7	80			
For 32 miles and over 25	30	24	21	18	14	11	10	11	11	9	14	20	18	7	1 00	1 25	16 00	14 00	11 00	4.1	5¼	12	7	8½	85			
For 40 miles and over 32	33	26	22	20	16	12	10	12	12	10	16	22	20	8	1 10	1 35	18 00	16 00	12 00	4.5	5.7	13	8	9½	90			
For 50 miles and over 40	36	29	25	22	18	13	11	13	13	11	18	26	22	9	1 20	1 45	20 00	18 00	14 00	5	6.3	15	9	11	95			
For 60 miles and over 50	39	32	28	24	20	14	12	14	14	11	20	28	24	9	1 30	1 55	23 00	18 00	15 00	5.5	6.8	16	9	11	1 00			

MOORE COUNTY RAILROAD.

PASSENGER—Aberdeen to Flynn, First Class, 25 cents.
Second Class, 20 cents.

FREIGHT—

DISTANCES.	PER ONE HUNDRED POUNDS.											PER BARREL.	PER 100 POUNDS.		
	1	2	3	4	5	6	A	B	C	D	E		F	H	J	K
From Aberdeen to Flynn-----	10	9	8	7	6	5	5	5	6	5	6	10	7	9	4

DISTANCES.	PER TON.		CAR LOAD 20,000 LBS., EXCEPT LUMBER.			COTTON IN BALES PER 100 LBS.	GUANO PER TON 20,000 LBS. CAR LOAD.	ROSIN PER 100 LBS.	LUMBER PER 100 LBS. 24,000 LBS. CAR L'D.
	L	M	N	O	P				
From Aberdeen to Flynn----	60	90	8 00	6 50	4 80	6	60	2½	2¼

SUFFOLK AND CAROLINA RAILWAY COMPANY.

PASSENGER—Special tariff on file.

FREIGHT—

	PER 100 POUNDS.					
	1	2	3	4	5	6
Ten miles and under	16	14	12	10	8	6
Twenty miles and over ten	20	18	14	11	9	7
Thirty miles and over twenty	24	20	16	12	10	8

WARRENTON RAILROAD.

PASSENGER, }
FREIGHT. } Special.

WILMINGTON, NEWBERN AND NORFOLK RAILROAD.

PASSENGER—First class, $3\frac{1}{2}$ cents per mile.

Second class, 3 cents per mile.

FREIGHT—

DISTANCE.	PER 100 POUNDS.										PER BBL.	PER 100 POUNDS.		PER TON, 2,000 LBS.		PER CAR LOAD, 20,000 POUNDS.			
Miles.	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
5	10	9	8	6	6	5	5	5	5	4	6	10	6	4	\$ 60	\$ 60	\$ 9 00	\$ 8 00	\$ 5 00
10	17	13	11	9	8	7	6	7	7	5	9	12	9	5	70	70	11 00	9 00	6 00
15	21	16	14	12	11	9	7	7	8	8	6	14	12	6	75	80	12 00	10 00	7 00
20	25	19	17	14	13	10	8	9	9	7	14	16	15	7	80	90	13 00	11 00	8 00
25	29	22	19	16	14	11	9	10	10	8	16	17	18	7	85	95	14 00	12 00	9 00
30	32	25	21	18	15	12	10	11	11	9	17	18	19	8	90	1 00	15 00	13 00	10 00
35	35	27	23	20	16	13	11	12	12	10	18	19	20	8	95	1 00	16 00	14 00	11 00
40	37	29	25	21	17	14	12	13	13	11	19	20	21	9	1 00	1 10	18 00	15 00	12 00
50	39	30	26	22	18	15	13	14	14	11	20	20	21	9	1 00	1 10	18 00	15 00	12 00
60	41	32	27	23	19	16	14	15	15	12	21	22	22	10	1 10	1 20	20 00	16 00	14 00
70	43	34	29	23	20	17	14	15	15	12	22	22	22	10	1 10	1 20	20 00	16 00	14 00
80	44	35	30	24	20	17	15	16	16	12	22	24	22	10	1 10	1 20	20 00	16 00	14 00
90	45	36	31	24	20	17	15	16	16	12	22	24	22	10	1 10	1 20	20 00	16 00	14 00

WILMINGTON SEACOAST RAILROAD COMPANY.

PASSENGER, }
 FREIGHT. } Special.

RAILROADS, MILEAGE AND TERMINALS.

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.	
	FROM	TO	Main Line	Sidings. Total.
ATLANTIC COAST LINE SYSTEM:				
Cheraw and Darlington	Wadesboro	Cheraw, South Carolina	13.90	.51 14.41
Petersburg	Garysburg	Petersburg, Virginia	7.18	.49 7.67
Wilmington, Columbia and Augusta	Wilmington	Columbia, South Carolina	63.33	3.31 66.64
Wilmington, Chadbourne and Conway	Hub	Conway, South Carolina	24.8	.65 25.53
Wilmington and Weldon	Wilmington	Weldon	161.41	12.30 173.71
Norfolk and Carolina	Tarboro	Norfolk, Virginia	66.11	2.62 68.73
Tarboro Branch	Rocky Mount	Plymouth	67.71	1.62 69.33
Scotland Neck Branch	Halifax	Kinston	86.57	1.57 88.14
Midland Branch	Smithfield	Goldsboro	21.50	.13 21.63
Wilson and Fayetteville Branch	Contentnea	Florence, South Carolina	116.20	5.30 121.50
Nashville Branch	Rocky Mount	Spring Hope	19.20	.33 19.53
Clinton Branch	Warsaw	Clinton	13.43	.11 13.54
Washington Branch	Parmele	Washington	25.15	.30 25.45
RICHMOND AND DANVILLE SYSTEM:				
Atlanta and Charlotte Air-Line	Charlotte	Atlanta, Georgia	686.57	29.24 715.81
Atlantic, Tennessee and Ohio	Charlotte	Statesville	43.13	5.74 48.87
Asheville and Spartanburg	Asheville	Spartanburg, South Carolina	44.00	1.43 45.43
Charlotte, Columbia and Augusta	Charlotte	Augusta, Georgia	41.92	2.03 43.95
Chester and Lenoir (Narrow Gauge)	Lenoir	Chester, S. C., less Newton to Hickory	11.48	3.20 14.68
Danville and Western	Milton	Danville, Virginia	62.38	2.15 64.53
			.75	.75

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.		
	FROM	TO	Main Line	Sidings.	Total.
RICHMOND AND DANVILLE SYSTEM— <i>Cont'd.</i>					
High Point, Randleman, Ashboro and Southern	High Point.....	Ashboro.....	27.81	2.44	30.25
Milton and Sutherlin.....	Milton.....	Sutherlin, Virginia.....	.17	.06	.23
North Carolina.....	Goldsboro.....	Charlotte.....	223.20	3	226.20
North Carolina Midland.....	Winston Salem.....	Mocksville.....	26.11	.87	26.98
Northwestern North Carolina.....	Greensboro.....	Wilkesboro.....	100.15	5.43	105.58
Oxford and Clarksville.....	Durham.....	Clarksville, Virginia.....	49.32	2.64	51.96
Oxford and Henderson.....	Oxford.....	Henderson.....	13.30	1.09	14.39
Piedmont.....	Greensboro.....	Danville, Virginia.....	41.66	4.91	46.57
State University.....	University Station.....	Chapel Hill.....	10.14	.42	10.56
Statesville and Western.....	Statesville.....	Taylorsville.....	20.36	.76	21.12
Western North Carolina.....	Salisbury.....	Paint Rock.....	185.01	20.94	205.95
Yadkin.....	Asheville.....	Murphy.....	122.16	3.39	125.55
SEABOARD AIR-LINE SYSTEM:			41.17	2.73	43.90
Carolina Central.....	Wilmington.....	Rutherfordton.....	1,064.22	63.23	1,127.45
Durham and Northern.....	Durham.....	Henderson.....	264.51	20.91	285.42
Georgia, Carolina and Northern.....	Monroe.....	Atlanta, Ga.....	41.99	1.88	43.87
Louisburg.....	Franklinton.....	Louisburg.....	14.30	1.49	15.79
Murfreesboro.....	Pendleton.....	Murfreesboro.....	10	.33	10.33
Pittsboro.....	Moncure.....	Pittsboro.....	6.15	.15	6.30
Raleigh and Gaston.....	Raleigh.....	Pittsboro.....	12	.30	12.30
		Weldon.....	97	16.56	113.56

Raleigh and Augusta	Raleigh	Gibson	100.50	10.37	116.87
Roanoke and Tar River	Lewiston	State Line, Virginia	32.42	2.27	34.69
Seaboard and Roanoke	Weldon	State Line	19.02	1.88	20.90
Palmetto	Hamlet	Cheraw, South Carolina	7.00	.33	7.33
Wilmington Railway Bridge Co.			2.40	2.40	
MISCELLANEOUS ROADS:					
Aberdeen and West End	Aberdeen	Candor	26.00	3.75	29.75
Aberdeen and Rock Fish	Aberdeen	Buffalo	10.00	.50	10.50
Atlantic and North Carolina	Goldsboro	Morehead City	95	7.26	102.26
Atlantic and Danville	Danville	Portsmouth, Va.	22	.40	22.40
Cape Fear and Yadkin Valley	Wilmington	Mt. Airy	248.28	25.74	
	Fayetteville	Bennettsville, South Carolina	46.75		
	Climax	Ramseur	18.75		
	Stokesdale	Madison	11.39		353.92
	Mt. Airy	Flat Rock Quarry	2.01		
	Greensboro	Iron and Steel Furnace	1.00		
Carthage	Cameron	Carthage and Extension	21	.60	21.60
Cashie and Chowan	Howard		19	10	29
Charleston, Cincinnati and Chicago	Marion	Camden, South Carolina	64.50	2.04	66.54
Danville, Mocksville and Southwestern	Leaksville	Cascade Junction, Virginia	7.80	.20	8
East Tennessee and Western North Carolina	Cranberry	Johnson City, Tennessee	3		3
Egypt	Colon	Egypt	8		8
Glendon and Gulf M'fg and Mining Co	Gulf	Glendon	8.50	76	9.26
Hamilton Railway Company	Hamilton	Lawrence	6		6
Hoffman and Troy	Hoffman		3.50		3.50
Jamesville and Washington	Washington	Cherry's	5.00	2.25	7.25
Laurel River and Hot Springs	Hot Springs		2		2

RAILROADS, MILEAGE AND TERMINALS—Continued.

NAME OF ROAD.	TERMINALS.		DISTANCE IN N. C.		
	FROM	TO	Main Line	Sidings.	Total.
MISCELLANEOUS ROADS—Continued.					
Marietta and North Georgia	Murphy	State Line	12	1.25	13.25
Norfolk and Southern	Bell Haven, <i>via</i> Edenton	Norfolk, Virginia	82.17	12.24	94.41
New Hanover Transit Company	Wilmington	Carolina Beach	3	—	3
Northampton and Hertford	Gumberry	Jackson	9	—	9
Norfolk and Western—					
Roanoke and Southern Division	Winston-Salem	Roanoke, Virginia	45.65	4.10	49.75
Lynchburg and Durham Division	Durham	Lynchburg, Virginia	41.69	1.88	43.57
Moore County	Aberdeen	Flynn	7.38	.15	7.53
Raleigh and Western	Egypt	—	1	—	1
Suffolk and Carolina	Montrose	Suffolk, Virginia	25.50	—	25.50
Suffolk Lumber Company	Gates County	Suffolk, Virginia	9	—	9
Warrenton	Warren Plains	Warrenton	3	.12	3.12
Wilmington, Newbern and Norfolk	Wilmington	Newbern	87.25	3.24	90.49
Wilmington Sea Coast	Wilmington	Sea Coast	11.81	—	11.81
Winton	Winton	—	10	—	10
Wellington and Powellsville	River	Powellsville	15	—	15
		Grand Total	992.93	76.48	1,069.41
			3,357.01	225.42	3,582.43

RAILROADS, STATIONS AND DISTANCES.

ATLANTIC COAST LINE SYSTEM.

WILMINGTON AND WELDON.		CLINTON BRANCH.		Station.	Dist.
Station.	Dist.	Station.	Dist.	Elrod	126.3
Wilmington	0	Warsaw	0	Rowland	132.4
Union Depot	1.2	Elliott	7	Hamer, S. C	136.3
Wrightsboro	4.2	Clinton	13.40	Florence, S. C	172.3
Castle Hayne	8.7	NASHVILLE BRANCH.		SCOTLAND NECK AND KINSTON BRANCH.	
Rocky Point	14.2	Rocky Mount	0	Halifax	0
Burgaw	22.4	Nashville	10.2	Scotland Neck "Y"	1
South Washington	29.4	Spring Hope	19.2	Tillery	7.6
Wallace	35.8	WILSON AND FAYETTEVILLE BRANCH.		Spring Hill	11.6
Teachey's	38.1	South Rocky Mount	0	Scotland Neck	17.9
Rose Hill	42.2	Sharpsburg	4.4	Hobgood	24.60
Magnolia	47.4	Elm City	8.9	Goose Nest	31.50
Warsaw	54.8	Wilson	15.4	Hassell	36.30
Faison's	63.3	Contentnea	18.6	Parmelee	42.80
Mount Olive	69.9	Lucama	23.6	Grindool	46.30
Dudley	75.3	Kenly	30.8	House	54.30
Goldsboro	84.3	Jerome	36.0	Greenville	57.70
Pikeville	92.0	Selma	40.6	Ayden	67.20
Fremont	95.2	Smithfield	44.4	Grifton	74.30
Black Creek	101.9	Four Oaks	51.3	Grainger's	79.90
Contentnea	104.9	Benson	59.5	Kinston	85.80
Wilson	108.1	Dunn	65.6	TARBORO BRANCH.	
Elm City	114.6	Godwin	73.1	Rocky Mount	0
Sharpsburg	119.1	Wade	77.9	Rocky Mount "Y"	0.6
Rocky Mount	124.5	Luray	83.6	Kingsboro	8
Battleboro	132.6	Fayetteville	89.3	Hartsboro	9.4
Whitaker's	136.8	Hope Mills	96.0	Tarboro	15.5
Enfield	142.9	Parkton	102.5	Mildred	20.2
Ruggles	150.3	Rennert	109.8	Conetoe	23.2
Scotland Neck "Y"	152.8	Buies	116.2	Bethel	28.4
Halifax	153.8	Pembroke	121.0	Parmelee	32
Weldon	161.4				

TARBORO BRANCH—Cont'd.

Station.	Dist.
Robertsonville	35.2
Everett	39.9
Williamston	46.6
Johnson's	49.60
Jamesville	57.0
Plymouth	68.1

**CHERAW AND DARLING-
TON.**

Wadesboro	0
Bennett	7
Morven	10
McFarlan	14
Cheraw, S. C.	25
Cash	31
Darlington, S. C.	55
Florence, S. C.	65

15 miles in North Carolina.

WASHINGTON BRANCH.

Washington	0
Wharton	5.1
Pactolus	9
Whichard's	16
Parmele	25

**MIDLAND NORTH CAR-
OLINA.**

Goldsboro	0
Copeland	4.8

Station.	Dist.	Station.	Dist.
Joyner	10.9	Gary's	2.7
Holt's Mill	12	Pleasant Hill	8.2
Oliver	17.5	Petersburg	61
Smithfield	23	Richmond	84

**WILMINGTON, COLUMBIA
AND AUGUSTA.**

Wilmington	0
Union Depot	1.0
Hilton	1.7
Navassa	4.8
Malmo	10.9
Farmer	13.5
Brinkley	18.7
Freeman	22.3
Maxwell	28.6
Springer's	33.7
Waccamaw	35.9
Bogue	40.3
Whiteville	46.3
Chadbourn	53
Cerro Gordo	59.4
Fair Bluff	65.2
Pee Dee, S. C.	97
Florence, S. C.	110

68 miles in North Carolina.

PETERSBURG.

Weldon	0
S. and R. Junction	2

**WILMINGTON, CHADBOURN
AND CONWAY.**

Hub	0
Ilion	3
Chadbourn	11
Clarendon	19.20
Mount Tabor	24
Conway, S. C.	50

26 miles in North Carolina.

NORFOLK AND CAROLINA.

Tarboro	0
Hobgood	13
Palmyra	17
Neal's	22
Kelford	27
Aulander	34
Early's	40
Ahoskie	43
Tunis	52
Eure	56
Gates	63
Drum Hill	68
Norfolk, Va.	101

RICHMOND AND DANVILLE SYSTEM.

ATLANTA AND CHARLOTTE AIR-LINE.

Station.	Dist.
Charlotte	0
Lodo	4.9
Bellemont	11.4
Lowell	16.1
Gastonia	21.7
Bessemer City	28.3
Kings Mountain	33.4
Grover	41.4
Atlanta	267.40
48 miles in North Carolina.	

ATLANTIC, TENNESSEE AND OHIO.

Charlotte	0
Derita	5.40
Croft	9.80
Huntersville	14.90
Caldwell's	17.60
Davidson	21.70
Mount Mourne	24.60
Mooreville	28.30
Shepherd's	32.20
Troutman's	38.30
Statesville	44

ASHEVILLE AND SPAR- TANBURG.

Spartanburg, S. C.	0
Landrum, S. C.	23
Tryon	26.6
Melrose	32.4
Saluda	35.3
Zirconia	39.3
Flat Rock	44.1
Hendersonville	47.6
Hillgirt	51.3
Fletcher's	55.9
Rutledge	57.3
Arden	58.7

Station.	Dist.
Skyland	60.2
Busbee	16.3
Buena Vista	64.2
Biltmore	67.4
Asheville	69.4
41 miles in North Carolina.	

CHARLOTTE, COLUMBIA AND AUGUSTA.

Charlotte (Trade street) ..	0
Charlotte (south switch) ..	0.6
Five-mile siding	5
Pineville	10.4
Fort Mill, S. C.	17
Catawba River, S. C.	20.5
Rock Hill, S. C.	25
Columbia (Union Depot) ..	109.3
Keisler's	129.8
10 miles in North Carolina.	

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN.

High Point	0
Trinity	4.5
Glenola	9.4
Sophia	14.6
Randleman	18.9
Spero	23.90
Asheboro	27.7

CHESTER AND LENOIR.

Chester, S. C.	0
Crowder Creek	39
Gastonia	45
Dallas	50
Hardin's	56
Lincolnton	64
Maiden	72
Newton	80
Hickory	90
Granite Falls	98
Saw Mills	101

Station.	Dist.
Hudson	103
Lenoir	110
62 miles in North Carolina.	

NORTH CAROLINA.

Goldsboro	0
Grant's	1.9
Asylum	3.1
Rose	6
Jones	9.9
Princeton	12
Pine Level	17.8
Selma	20.5
Wilson's Mills	26
Clayton	33.6
Auburn	39.6
Garner	42.8
Raleigh	48.5
Method	51.8
Asbury	54.8
Cary	56.9
Morrisville	61
Nelson's	65.7
Brassfield	69
East Durham	73
Durham	74.7
University	83.3
Hillsboro	88.8
Efland	92.7
Mebane	98
Haw River	103.9
Graham	106.6
Burlington	108.3
Elon College	113
Gibsonville	115
McLeansville	121.7
Greensboro	129.7
Pomona	132.80
Jamestown	139.90

NORTH CAROLINA—Con'd.		Station.	Dist.	PIEDMONT.	
Station.	Dist.			Station.	Dist.
High Point	144.90	Old Town Siding	35.0	Richmond, Va.	0
Thomasville	151.50	Miller's Siding	35.5	North Danville	140
Conrad's	157.20	Brickyard Siding	35.8	Junction	140.2
Lexington	162.30	Bethania	36.3	Danville	140.6
Linwood	168.50	Rural Hall	41.3	Stokesland	145.7
Holtsburg	172	Tobaccoville	46	Pelham, N. C.	149.3
Salisbury	179.10	Donnaha	50.6	Ruffin	155.6
Sumner	183.70	Teagues	54.1	Stacey	158
China Grove	188.50	Shoals	56.7	Yates	162
Glass's	195.70	Siloam	60.8	Reidsville	164.7
Concord	201.50	Rockford	67.6	Mizpah	168
Harrisburg	209.30	Crutchfield	73.4	Benaja	173.6
Newell's	214.70	Birch	77.3	Brown's Summit	177.1
Air-Line Junction	221.20	Elkin	83.7	Morehead	180.8
C. C. Crossing	222.30	Ronda	89.7	Greensboro	189
Charlotte	222.70	Roaring River	94.2	43 miles in North Carolina.	
NORTH CAROLINA MID- LAND.		Pioche	96.6	STATESVILLE & WESTERN.	
Winston-Salem	0	Quarry	98	Statesville	0
Davis School	2.2	Smith's Siding	98.6	Iredell	6
Atgood		Wilkesboro	103.2	Scott's	9
Muddy Creek		OXFORD & CLARKSVILLE.		Sloan	11
Clemmons ville	12.4	Keysville, Va.	0	Hiddenite	15
Idols		Clarksville	31.3	Taylorsville	20
Advance	16.6	Soudan	36.4	STATE UNIVERSITY.	
Cornatzer	21.1	Bullock's, N. C.	42.1	Chapel Hill	0
Dutchman's Creek	22.8	Stovall	45.4	Robson	6.2
Mocksville	26.7	48-Mile Siding	48	Duke's Siding	9
NORTH-WESTERN NORTH CAROLINA.		Gregory's	48.7	University	10.2
Greensboro	0	Lewis	50.6	OXFORD AND HENDERSON.	
Pomona	3.0	Rock Siding	53	Oxford	0
Terra Cotta	4.2	O. and H. Junction	54.5	Horner's	3.2
Guilford College	6.5	Oxford	55.3	Huntsboro	5
Friendship	9.9	Providence	61.1	Dabney	7.7
Kernersville	17.5	Stem's	66.8	Henderson	13
Winston-Salem	28.3	Lyon's	70.2	WESTERN NORTH CARO- LINA.	
Tices	30.3	Wilkins	72.4	Salisbury	0
Alsbaugh	32.6	Green's	75.3	Majolica	5
Hanes Rock Siding	34.0	Elerbee	78	Kincaid	8
		Holloway	80.3		
		Durham	87.8		
		49 miles in North Carolina.			

WESTERN NORTH CAROLINA—Continued.		Station.	Dist.	Station.	Dist.
Station.	Dist.	Biltmore	138.50	Addie	43
Cleveland	13.4	Asheville	140.50	Sylva	47.4
Elmwood	18.4	Murphy Junction	141.70	Dillsboro	48.9
Gilberts	18.90	Montford	143	Barker's Creek	49.4
Statesville	25.6	Olivette	147.60	Wilmot	54.7
Plott's	32.8	Alexander	152	Whittier	58.6
Erminie	37	Rollins	161.60	Bryson City	65.1
Catawba	38.4	Marshall	162.80	Epp's Spring	69.7
Claremont	42.5	Barnard	170.40	Bushnell	77.6
Newton	47.7	Stewart's	172.30	Welch	81.2
Conover	49.40	Sandy Bottom	172.60	Almond	84.10
Hickory	57.10	Stackhouse	174.30	Wesser Creek	89.3
Hildebran	61.50	Hot Springs	178.70	Hewitt	93.7
Connelly Springs	67.40	Limebrook	181.70	Nantahala	95.80
Drexel	73.50	Paint Rock	184.90	Jarrett's	95.8
Morganton	78	WESTERN N. CAROLINA—		Topton	99.7
Calvin	81.50	Murphy Division.		Rhodo	103.1
Glen Alpine	84	Asheville	0	Andrews	108.2
Bridgewater	88.90	Murphy Junction	1.2	Hiwassee	114
Nebo	93.80	Emma	2.2	Talc Mills	117
Marion	99.20	Sulphur Springs	4.8	Tomotla	117.8
Greenlee	104.90	Hominy	8.7	Murphy	123.6
Old Fort	110.60	Luther's	12.2	YADKIN.	
Dendron	114.50	Turnpike	14	Salisbury	0
Round Knob	115.30	Carmen	18	Granite Quarry	5
Child's	117.50	Canton	18.7	Rockwell	10.3
Mud Cut	118.70	Clyde	22.5	Gold Hill	15.1
Swan Tunnel	122	Waynesville	28.4	Misenheimer Springs	19
Terrell	122.70	Moody's	28.9	Richfield	21
Black Mountain	124.60	Cole's	29.50	New London	24
Cooper's	129.30	Balsam	36.3	Albemarle	30.9
Azalea	133.80	Hall	40.7	Norwood	41

SEABOARD AIR-LINE SYSTEM.

SEABOARD AND ROANOKE.		ROANOKE AND TAR RIVER.		Station.	Dist.
Station.	Dist.	Station.	Dist.		
Portsmouth, Va.	0	Boykins, Va.	0	Aberdeen	75
Rogers T. O., N. C.	62	Severn, N. C.	5	Pine Bluff	76
Margarettsville	64	Steaver's Siding	7	Keyser	80
Sanford	67	Pendleton	8	Hoffman	87
Seaboard	70	Conway	11	Hamlet	100
Gumberry	74	White's Siding	12	Ghio	105
Gary's	78	Bridger's Siding	13	Gibson	110
Weldon	80	Gravel Pit	15	Pittsboro (P. R. R.)	43
20 miles in North Carolina.		Potecasi	16	Carthage (C. R. R.)	67
RALEIGH AND GASTON.		Truitt's	17	DURHAM AND NORTHERN.	
Weldon	0	Lassiter's Siding	17	Henderson	0
Boling	7	Woodland	19	Watkins	7
Gaston	12	McDonnell's Siding	21	Dickerson's	10
Summit	15	Rich Square	23	Clay	13
Littleton	21	Taylor's Siding	25	Tar River	17
Vaughan	27	Jenkins' Siding	26	Hester	20
Macon	32	Roxobel	28	Creedmore	24
Warren Plains	37	Kelford	30	Dutchville	28
Ridgeway	42	Beverly	31	Bennehan	29
Manson's	45	Turner's Siding	32	Durham	41
Middleburg	50	Lewiston	36	CAROLINA CENTRAL.	
Greystone	52	RALEIGH AND AUGUSTA		Wilmington	0
Henderson	55	AIR-LINE.		Meares	4
Kittrell	63	Raleigh	0	Phoenix	7
Franklinton	72	Carey	8	Northwest	14
Youngville	78	Apex	14	Cronly	17
Wake	83	New Hill	21	Armour	21
Forestville	84	Merry Oaks	26	Marlville	25
Wyatt	86	Moncure	31	Council's	33
Neuse	90	Osgood	38	Jarvis	35
Millbrook	94	Colon	39	Rosindale	37
Raleigh	100	Sanford	44	Elkton	42
Louisburg (L. R. R.)	82	Lemon Springs	51	Clarkton	45
MURFREESBORO.		Cameron	27	Thompson's Mill	48
Pendleton	0	Vass	62	Abbottsburg	49
Watson	3	Manly	69	Edwards' Mill	51
Murfreesboro	6	Southern Pines	70	Bladenboro	53

MISCELLANEOUS RAILROADS.

ATLANTIC AND NORTH CAROLINA.			Station.	Dist.	Station.	Dist.
Station.	Dist.		Madison	63	Fayetteville	166
Goldsboro	0		Ellisboro	59	Stedman	177
Best's	9		Stokesdale	52	Autryville	180
La Grange	14		Summerfield	58	Roseboro	188
Falling Creek	20		Battle Ground	64	Parkersburg	197
Kinston	26		Greensboro	70	Garland	202
Caswell	30		Pleasant Garden	78	Tomahawk	208
Dover	35		Ramseur	101	Kerr	212
Core Creek	42		Franklinsville	98	Ivanhoe	217
Tuscarora	48		Cedar Falls	97	Atkinson	224
Clark's	51		Millboro	93	Currie	230
New Bern	59		Climax	83	Wilmington	248
Riverdale	68		Julian	86	ABERDEEN AND WEST END.	
Croatan	70		Liberty	93	Aberdeen	0
Havelock	76		Staley	98	Linden	7
Newport	84		Siler City	105	West End	13
Wildwood	87		Ore Hill	109	Eagle Springs	20
Atlantic	89		Richmond	114	Candor	25
Morehead City	93 $\frac{3}{4}$		Goldston	117	CHARLESTON, CINCINNATI AND CHICAGO.	
Atlantic Hotel	94		Gulf	121	Marion	0
Morehead Depot	95		Egypt	124	Gardner's	5
ATLANTIC AND DANVILLE.			Sanford	130	Glenwood	7
Alton	0		Jonesboro	133	Weaver's	14
Cunningham	6		Swann's	138	Golden Valley	15
Semora	11		Spout Spring	147	Millwood	20
Milton	17		Manchester	154	Rutherfordton	25
Blanche	23		Bennettsville	223	Forest City	31.2
ABERDEEN & ROCK FISH.			Tatum	217	Henrietta	39
Aberdeen			McColl	214	Mooreboro	43
Leavitt's			Hasty	210	Shelby	55
Hilton			John's	208	Blacksburg	68
Buffalo			Stuart	206	64.50 miles in North Carolina.	
CAPE FEAR & YADKIN V'Y.			Maxton	202	JAMESVILLE AND WASHINGTON.	
Mount Airy	0		Floral College	199	Washington	0
Ararat	9		Wakulla	195	Cherry's	6
Pilot Mountain	15		Red Springs	190	EAST TENNESSEE & WEST-ERN NORTH CAROLINA.	
Pinnacle	20		Shandon	187	Cranberry	0
Dalton	22		Lumber Bridge	182	State Line	3
Rural Hall	30		McNatt's	179	Johnson City—Tennessee	34
Germanton	35		Hope Mills	173		
Walnut Cove	40					
Belew's Creek	46					

EGYPT.		Station.	Dist.	Station.	Dist.
Station.	Dist.	Ladford	24	Bishop Cross	106
Egypt Junction	0	Madison	32	Pantego	103
Lobdell	1.3	Stoneville	40	80 miles in North Carolina.	
Millport	2.2	Price—State Line	46	PALMETTO.	
Clarendon	3	Ridgeway, Va	50	Cheraw	0
Boudinot	4.5	Martinsville	60	Kollock	2.4
Endor	5.5	Roanoke	122	Osborne	11.2
Oakdale	6	MOORE COUNTY RAILROAD.		Hamlet	18.2
River Point	6.5	Aberdeen	0	7.33 miles in North Carolina.	
Egypt, Fourth Street ..	7	Flynn	9	WARRENTON.	
Egypt, Myrtle Street ..	8	MARIETTA AND NORTH GA.		Plains	0
GLENDON AND GULF.		Station.	Dist.	Warrenton	3
Gulf	0	Marietta, Ga	0	NEW HANOVER TRANSIT COMPANY.	
Palmer	3	State Line, N. C.	94	Wilmington	0
Carbonton	5	Cullerson	97	Carolina Beach	3
Haw Branch	7	Notla	100	SUFFOLK AND CAROLINA.	
Riverside	8	Kinsey's	102	Suffolk	0
Glendon	10	Murphy	108	Corapeake—State Line ..	15
NORFOLK AND WESTERN.		13.25 miles in North Carolina.		Dennis	19
Lynchburg and Durham Div.		NORFOLK AND SOUTHERN.		Sunberry	22
Durham	0	Norfolk, Va	0	Cross	23
Fairintosh	10	Moyock, N. C.	25	Bosley	26
Willardville	12	Snowden	31	Hobbs	32
Ballton	14	Shawboro	35	Gliden	34
Lyndover	20	Gregory's	37	Ryland	37
Helena	24	Belcross	40	Chowan	39
Roxboro	32	Camden	42	Montrose Landing	40
Woodsdale	39	Elizabeth City	45	25 miles in North Carolina.	
Denniston Junction, Va.	44	Pasquotank	52	WILMINGTON, NEWBERN AND NORFOLK.	
Blackwalnut	48	Okisko	53	Wilmington	0
South Boston	55	Chapanoke	55	Coast Railroad Crossing,	2.18
Lynchburg	115	Windfall	60	Baymead	8.29
43.40 miles in North Carolina.		Perquimans	61	Kirkland	11.36
Roanoke and Southern Div.		Hertford	62	Scott's Hill	13.42
Winston-Salem	0	Yeopim	66	Ocean View	14.28
Ogburn	4	Edenton	74	Hampstead	16.50
Walkertown	9	Mackey's Ferry	83	Cypress Lake	18.84
Dennis	12	Chesson	85	Annandale	20.66
Fulp	15	Roper	88		
Walnut Cove	18	Turnpike	99		

Station.	Dist.	Station.	Dist.	Station.	Dist.
Big Sandy Run-----	22.29	Winona-----	44.17	Pollocksville-----	73.59
Glenoe-----	23.51	Jacksonville-----	50.15	Newbern-----	87.25
Edgecombe-----	27.21	North East-----	56.15	WILMINGTON SEA-COAST.	
Mineral Springs-----	31.36	White Oak-----	61.35	Wilmington-----	0
Folkstone-----	34.66	Maysville-----	66.15	Hammocks-----	10.31
Cedarhurst-----	40.87	Ravenswood-----	71.41	Atlantic-----	11.82

WESTERN UNION TELEGRAPH COMPANY.

OFFICES IN NORTH CAROLINA.

Aberdeen.	Dabney.
Ahoskie.	Dalton.
Alexander.	Davidson College.
*Alfordsville ----- Alma.	Dillsboro ----- Webster.
Alma.	Donnaha.
Andrews ----- Valletown.	Dudley.
Apex.	Dunn.
Asheboro.	Duplin Roads ----- Wallace.
Asheville.	Durham.
Aulander.	Earls.
Autryville.	*Edenton ----- Norfolk.
Barnards.	Egypt.
Battleboro.	*Elizabeth City ----- Norfolk.
*Beaufort ----- Newport.	*Elizabethtown ----- Fayetteville.
Beaver Dam.	Elkin.
Belmont.	Elk Park.
Benson.	*Ellenboro ----- Shelby.
Biltmore.	Elmwood.
Black Creek.	Elon College.
Black Mountain.	Enfield.
*Blowing Rock ----- Lenoir.	Fair Bluff.
*Boone ----- Lenoir.	Fairtosh ----- Stagville.
*Brinkley ----- Robeson.	Faisons.
†Brooklyn ----- Raleigh.	Falkland.
Bryson City.	Fayetteville.
*Bunn's Level ----- Fayetteville.	*Flat Rock ----- Hendersonville.
Burgaw.	Folkstone.
Burlington.	Forest City.
Cameron.	Four Oaks.
*Cape Hatteras (Gov't) ----- Norfolk, Va.	†Franklin ----- Dillsboro.
*Carthage ----- Cameron.	Franklinton.
Cary.	Franklinville.
Castle Hayne.	Fremont.
Catawba.	Garysburg.
Cedar Falls.	Gastonia.
Chadbourne.	Gates ----- Willetton.
Chapel Hill.	Germanton.
Charlotte.	*Ghio ----- Hamlet.
Cherryville.	*Gibson's Station ----- Hamlet.
China Grove.	Glen Alpine.
Clarkton.	Godwin.
*Clay ----- Durham.	Goldsboro.
Clayton.	*Graham ----- Graham Station.
Cleveland.	Graham Station ----- Graham.
Cleveland Springs ----- Shelby.	Greensboro.
Climax.	Greenville.
*Clinton ----- Warsaw.	Greystone ----- Strickland.
Clyde.	Gripton.
Concord.	Grover.
Connelly Springs.	Gumberry.
Coopers.	Halifax.
Cranberry.	*Hamilton ----- Williamston.
Creedmoor ----- Durham.	Hamlet.
Cronly.	*Hammocks (summer office) ----- Wilmington.
*Cumberland Mills ----- Fayetteville.	Harrisburg.
Cunningham.	Hasty.
Currie.	Haw River.

Henderson.	
Hendersonville.	
Henrietta.	
Hertford.	
*Hester -----	Durham.
Hickory.	
High Point.	
Hillsboro.	
Hobgood.	
Hoffman.	
Hope Mills.	
Hot Springs.	
Hub.	
Ivanhoe.	
Jacksonville.	
†James City -----	Newbern.
Jamesville.	
Jarrett's.	
Jonesboro.	
Kenly.	
Kernersville.	
Keyser.	
Kings Mountain.	
Kinston.	
Kittrell.	
*Kitty Hawk -----	Norfolk.
Ladford.	
LaGrange.	
Lake Waccamaw.	
Laurenburg.	
Leaksville.	
Lenoir.	
Lewiston.	
Lexington.	
Liberty.	
Lilesville.	
Lincolnton.	
†Linville -----	Cranberry.
Linwood.	
Littleton.	
*Louisburg -----	Franklinton.
Lowell.	
Lumberton.	
Macon.	
Madison.	
Magnolia.	
Manly.	
Margarettsville.	
Marion.	
Marshall.	
Matthews.	
Maxton.	
†Maysville -----	Newbern.
Mebanes.	
Middleburg.	
Millboro.	
Milton.	
Moncure.	
Monroe.	
Moorestboro.	
Moorestville.	
Morehead City.	
Morganton.	
Morven.	
Mount Airy.	
Mount Holly.	
†Mountain Island Mills	
(Special delivery) -----	Mount Holly.
†Tuckaseegee Mills	
(Special delivery) -----	Mount Holly.
Mount Olive.	
Mount Tabor.	
Moyock.	
*Murfreesboro -----	Boykin, Va.
*Murphy -----	Marietta, Ga.
*Nags Head -----	Norfolk, Va.
Nashville.	
*Natta -----	Marietta, Ga.
Neal's.	
Neuse.	
Newbern.	
New Hill.	
Newport.	
Newton.	
*Oak Ridge -----	Stokesdale.
†Oberlin -----	Raleigh.
Old Fort.	
Ore Hill.	
Oxford.	
Pactolus.	
Parkersburg.	
*Patterson -----	Lenoir.
Pelham.	
Pigeon River.	
Pilot Mountain.	
Pineville.	
*Pittsboro -----	Moncure.
*Plainview -----	Alma.
Pleasant Hill.	
Plymouth.	
Polkton.	
†Pollocksville -----	Newbern.
Pomona.	
Potecasi.	
Princeton.	
Raleigh.	
Ramseur.	
Randleman.	
†Raymouth -----	Asheville.
Red Springs.	
Reidsville.	
Rich Square.	
Ridgeway.	
Roaring River.	
Rockford.	
Rockingham.	
Rocky Mount.	
Rocky Point.	
*Roper -----	Plymouth.
Roseboro.	
Roxboro.	
Rowland.	
Ruffin.	
Rural Hall.	
Rutherfordton.	
†Salem.	

Salisbury.	Toisnot.
Saluda.	Trinity College.
Sandy Bottom.	Tryon.
Sanford.	Tunis.
Scotland Neck.	†Vandalia -----Greensboro.
Seaboard.	Wadesboro.
Selma.	Wake Forest.
Setzer.	Walkertown.
Shelby.	Walnut Cove.
*Shine -----Goldsboro.	Warren Plains.
Siler City.	Warrenton.
Smithfield.	Warsaw.
Southern Pines.	Washington.
South Gaston.	*Waxhaw -----Chester, S. C.
*South Mills -----Norfolk, Va.	Waynesville.
*Southport -----Wilmington.	Weldon.
Spout Springs.	†West Asheville -----Asheville.
Spring Hope.	Whitakers.
Statesville.	Whiteville.
†Stella -----Newbern.	Wilkesboro.
Stems.	Williamston.
Stokesdale.	Wilmington.
Stovall.	Wilson.
Summerfield.	Winona.
*Swepsonville -----Graham Station.	Winston.
Sylva.	*Winton -----Boykin, Va.
Tarboro.	*Woodville -----Norfolk, Va.
Taylorsville.	*Wrightsville (Summer office) Wilmington.
Thomasville.	
Tillery.	

* Indicates that this office is owned or operated by other than the Western Union Telegraph Company.

† Indicates stations, places, establishments or institutions to which messages are delivered from the nearest telegraph office.

‡ Indicates that messages are delivered at this point from nearest telegraph office by telephone

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

OFFICES IN NORTH CAROLINA.

Asheville.	Durham.	Wilmington.
Charlotte.	Raleigh.	

POSTAL TELEGRAPH CABLE COMPANY.

OFFICES IN NORTH CAROLINA.

Bosley.	Forestville.	Oberlin.
Brooklyn, Wake Co.	Franklinton.	Oxford.
Cape Hatteras.	Gibson's Station.	Pernell.
Cross.	Hatteras.	Raleigh.
Cumberland.	Henderson, Vance Co.	Ryland.
Currituck.	Hobbs.	South Mills.
Dennis, Gates Co.	Kitty Hawk.	Southport.
Durham.	Laurel Hill, Richmond Co.	Sunbury.
Edenton.	Louisburg.	Wake Forest, Wake Co.
Elizabeth City.	Montrose Landing.	Warrenton.
Elizabethtown.	Murphy.	Wilmington.
Fayetteville.	Notla.	

TARIFF, CLASSIFICATION AND RATE TABLES FOR SOUTHERN EXPRESS COMPANY.

LOCAL RATES—MILEAGE SCALE.

The Southern Express Company may charge for transporting freight over all railroads in the State, except the Atlantic and North Carolina Railroad, as follows:

MILEAGE.		EXPRESS RATES PER 100 POUNDS.				MILEAGE.		EXPRESS RATES PER 100 POUNDS.			
Over Miles	And not Over Miles.	Merch'n-dise.	Class B	Class C	Class D	Over Miles	And not Over Miles.	Merch'n-dise.	Class B	Class C	Class D
1	25	\$ 40	\$ 40	\$ 40	\$ 40	209	238	\$ 1 25	\$ 1 00	\$ 90	\$ 70
25	70	50	45	45	40	238	266	1 40	1 25	1 15	90
70	149	75	65	60	50	266	285	1 50	1 25	1 15	90
149	159	80	75	70	60	285	333	1 75	1 50	1 25	1 00
159	170	90	75	70	60	333	380	2 00	1 50	1 25	1 15
170	190	1 00	80	75	60	380	427	2 25	1 75	1 50	1 25
190	209	1 10	1 00	90	70	427	-----	2 50	2 00	1 75	1 40

Packages not exceeding 5 pounds in weight, or \$5.00 in value, between any two points in North Carolina on any one system of Railroads, will be carried for 25 cents.

ON ATLANTIC & NORTH CAROLINA RAILWAY.

STATIONS BETWEEN	EXPRESS RATES PER 100 POUNDS.			
	Merchandise.	Class B.	Class C.	Class D.
Goldsboro and Newbern -----	\$ 90	\$ 75	\$ 70	\$ 60
Goldsboro and Morehead City	1 15	1 00	90	70
Newbern and Morehead City.	75	65	60	50

Packages not exceeding 5 pounds in weight, or \$5.00 in value, between any two points in North Carolina on above named Railroad, will be carried for 25 cents.

*EXPRESS CLASSIFICATION AND RATE TABLES.

GRADUATED RATES FOR PACKAGES WEIGHING LESS THAN ONE HUNDRED POUNDS.

(When the rate between any two points is not given below, use the next higher rate for making price. See Rule 2.

CLASS	A .40	B .50	C .60	D .75	E 1.00	F 1.25	G 1.50	H 1.75	I 2.00	J 2.50	K 3.00	L 3.50	M 4.00	N 4.50
Packages not over	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25
Over 1 lb. not over	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 25	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30
Over 2 lb. not over	3 lb. 25	3 lb. 25	3 lb. 25	3 lb. 25	3 lb. 30	3 lb. 30	3 lb. 30	3 lb. 35	3 lb. 40	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45
Over 3 lb. not over	4 lb. 25	4 lb. 25	4 lb. 25	4 lb. 30	4 lb. 30	4 lb. 30	4 lb. 35	4 lb. 40	4 lb. 45	4 lb. 50	4 lb. 55	4 lb. 60	4 lb. 60	4 lb. 60
Over 4 lb. not over	5 lb. 25	5 lb. 25	5 lb. 25	5 lb. 30	5 lb. 35	5 lb. 40	5 lb. 40	5 lb. 45	5 lb. 50	5 lb. 55	5 lb. 65	5 lb. 65	5 lb. 65	5 lb. 70
Over 5 lb. not over	7 lb. 25	7 lb. 30	7 lb. 30	7 lb. 35	7 lb. 35	7 lb. 40	7 lb. 45	7 lb. 50	7 lb. 55	7 lb. 65	7 lb. 70	7 lb. 75	7 lb. 75	7 lb. 85
Over 7 lb. not over	10 lb. 25	10 lb. 30	10 lb. 30	10 lb. 35	10 lb. 40	10 lb. 45	10 lb. 50	10 lb. 55	10 lb. 60	10 lb. 75	10 lb. 75	10 lb. 90	10 lb. 90	10 lb. 100
Over 10 lb. not over	15 lb. 25	15 lb. 30	15 lb. 30	15 lb. 35	15 lb. 40	15 lb. 50	15 lb. 60	15 lb. 60	15 lb. 70	15 lb. 80	15 lb. 85	15 lb. 100	15 lb. 100	15 lb. 110
Over 15 lb. not over	20 lb. 25	20 lb. 30	20 lb. 30	20 lb. 35	20 lb. 45	20 lb. 55	20 lb. 65	20 lb. 70	20 lb. 80	20 lb. 90	20 lb. 100	20 lb. 115	20 lb. 115	20 lb. 125
Over 20 lb. not over	25 lb. 25	25 lb. 35	25 lb. 35	25 lb. 40	25 lb. 50	25 lb. 60	25 lb. 70	25 lb. 75	25 lb. 90	25 lb. 100	25 lb. 110	25 lb. 125	25 lb. 130	25 lb. 150
Over 25 lb. not over	30 lb. 25	30 lb. 35	30 lb. 35	30 lb. 45	30 lb. 55	30 lb. 65	30 lb. 75	30 lb. 85	30 lb. 100	30 lb. 110	30 lb. 125	30 lb. 145	30 lb. 150	30 lb. 160
Over 30 lb. not over	35 lb. 30	35 lb. 40	35 lb. 40	35 lb. 45	35 lb. 55	35 lb. 70	35 lb. 80	35 lb. 90	35 lb. 100	35 lb. 120	35 lb. 135	35 lb. 150	35 lb. 160	35 lb. 180
Over 35 lb. not over	40 lb. 30	40 lb. 40	40 lb. 40	40 lb. 50	40 lb. 60	40 lb. 75	40 lb. 85	40 lb. 100	40 lb. 100	40 lb. 125	40 lb. 145	40 lb. 165	40 lb. 175	40 lb. 200
Over 40 lb. not over	45 lb. 30	45 lb. 40	45 lb. 40	45 lb. 50	45 lb. 65	45 lb. 85	45 lb. 90	45 lb. 100	45 lb. 100	45 lb. 125	45 lb. 150	45 lb. 175	45 lb. 200	45 lb. 225
Over 45 lb. not over	50 lb. 30	50 lb. 45	50 lb. 45	50 lb. 55	50 lb. 70	50 lb. 90	50 lb. 100	50 lb. 100	50 lb. 100	50 lb. 125	50 lb. 150	50 lb. 175	50 lb. 200	50 lb. 225
Over 50 lb. not over	55 lb. 35	55 lb. 45	55 lb. 50	55 lb. 60	55 lb. 75	55 lb. 100	55 lb. 110	55 lb. 110						
Over 55 lb. not over	60 lb. 35	60 lb. 50	60 lb. 55	60 lb. 65	60 lb. 80	60 lb. 110	60 lb. 115	60 lb. 120	When the rate per 100 lbs. is \$2.00 or more, charge					
Over 60 lb. not over	65 lb. 35	65 lb. 50	65 lb. 60	65 lb. 70	65 lb. 85	65 lb. 115	65 lb. 125	65 lb. 130	pound rates for 50 lbs. or over; but the charge on a					
Over 65 lb. not over	70 lb. 35	70 lb. 50	70 lb. 60	70 lb. 75	70 lb. 90	70 lb. 125	70 lb. 135	70 lb. 140	package less than 50 lbs. in weight must not be greater					
Over 70 lb. not over	75 lb. 40	75 lb. 50	75 lb. 60	75 lb. 75	75 lb. 100	75 lb. 125	75 lb. 150	75 lb. 150	than the charge for 50 lbs. If less than \$2.00 per 100					
Over 75 lb. not over	80 lb. 40	80 lb. 60	80 lb. 60	80 lb. 75	80 lb. 100	80 lb. 125	80 lb. 150	80 lb. 160	lbs. charge graduated rates.					

GRADUATED RATES FOR PACKAGES WEIGHING LESS THAN ONE HUNDRED POUNDS—Continued.

CLASS <i>43</i>	A	B	C	D	E	F	G	H							
	.40	.50	.60	.75	1.00	1.25	1.50	1.75							
Over 80 lb. not over...	85 lb. 40	85 lb. 50	85 lb. 60	85 lb. 75	85 lb. 100	85 lb. 125	85 lb. 150	85 lb. 170							
Over 85 lb. not over...	90 lb. 40	90 lb. 50	90 lb. 60	90 lb. 75	90 lb. 100	90 lb. 125	90 lb. 150	90 lb. 175							
Over 90 lb. not over...	95 lb. 40	95 lb. 50	95 lb. 60	95 lb. 75	95 lb. 100	95 lb. 125	95 lb. 150	95 lb. 175							
Over 95 lb. not over...	100 lb. 40	100 lb. 50	100 lb. 60	100 lb. 75	100 lb. 100	100 lb. 125	100 lb. 150	100 lb. 175							
CLASS <i>43</i>	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC
Packages not over...	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 30	1 lb. 30	1 lb. 35	1 lb. 35	1 lb. 35	1 lb. 35	1 lb. 40
Over 1 lb. not over...	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 30	2 lb. 35	2 lb. 35	2 lb. 40	2 lb. 40	2 lb. 45	2 lb. 45	2 lb. 50
Over 2 lb. not over...	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 45	3 lb. 50	3 lb. 50	3 lb. 55	3 lb. 60	3 lb. 60
Over 3 lb. not over...	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 60	4 lb. 65	4 lb. 65	4 lb. 75	4 lb. 75	4 lb. 80
Over 4 lb. not over...	5 lb. 70	5 lb. 70	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 75	5 lb. 80	5 lb. 80	5 lb. 85	5 lb. 85	5 lb. 90	5 lb. 95	5 lb. 100
Over 5 lb. not over...	7 lb. 90	7 lb. 95	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 100	7 lb. 110	7 lb. 115	7 lb. 115	7 lb. 125	7 lb. 140	7 lb. 150
Over 7 lb. not over...	10 lb. 100	10 lb. 115	10 lb. 120	10 lb. 125	10 lb. 135	10 lb. 150	10 lb. 150	10 lb. 150	10 lb. 150	10 lb. 150	10 lb. 165	10 lb. 165	10 lb. 175	10 lb. 180	10 lb. 200
Over 10 lb. not over...	15 lb. 115	15 lb. 135	15 lb. 150	15 lb. 160	15 lb. 175	15 lb. 200	15 lb. 200	15 lb. 200	15 lb. 215	15 lb. 215	15 lb. 235	15 lb. 235	15 lb. 250	15 lb. 275	15 lb. 300
Over 15 lb. not over...	20 lb. 130	20 lb. 165	20 lb. 175	20 lb. 200	20 lb. 200	20 lb. 250	20 lb. 250	20 lb. 250	20 lb. 275	20 lb. 275	20 lb. 300	20 lb. 320	20 lb. 340	20 lb. 360	20 lb. 400
Over 20 lb. not over...	25 lb. 150	25 lb. 185	25 lb. 200	25 lb. 225	25 lb. 250	25 lb. 300	25 lb. 325	25 lb. 350	25 lb. 350	25 lb. 350	25 lb. 375	25 lb. 400	25 lb. 425	25 lb. 450	25 lb. 500
Over 25 lb. not over...	30 lb. 175	30 lb. 210	30 lb. 250	30 lb. 275	30 lb. 300	30 lb. 325	30 lb. 375	30 lb. 400	30 lb. 400	30 lb. 420	30 lb. 450	30 lb. 480	30 lb. 510	30 lb. 540	30 lb. 600
Over 30 lb. not over...	35 lb. 200	35 lb. 250	35 lb. 275	35 lb. 325	35 lb. 350	35 lb. 375	35 lb. 425	35 lb. 475	35 lb. 475	35 lb. 490	35 lb. 525	35 lb. 560	35 lb. 595	35 lb. 630	35 lb. 700
Over 35 lb. not over...	40 lb. 225	40 lb. 275	40 lb. 325	40 lb. 350	40 lb. 400	40 lb. 425	40 lb. 475	40 lb. 525	40 lb. 525	40 lb. 540	40 lb. 600	40 lb. 640	40 lb. 680	40 lb. 720	40 lb. 800
Over 40 lb. not over...	45 lb. 250	45 lb. 300	45 lb. 350	45 lb. 400	45 lb. 450	45 lb. 475	45 lb. 525	45 lb. 575	45 lb. 585	45 lb. 630	45 lb. 675	45 lb. 720	45 lb. 765	45 lb. 810	45 lb. 900
Over 45 lb. not over...	50 lb. 250	50 lb. 300	50 lb. 350	50 lb. 400	50 lb. 450	50 lb. 500	50 lb. 550	50 lb. 600	50 lb. 650	50 lb. 700	50 lb. 750	50 lb. 800	50 lb. 850	50 lb. 900	50 lb. 1000

EXPRESS FREIGHT CLASSIFICATION.

RULES.

1. Graduated Rates apply to matter weighing less than 100 pounds when the rate is under \$2.00 (I) per 100 pounds and to matter weighing less than 50 pounds when the rate is \$2.00 (I) or more per 100 pounds. EXAMPLE:—Between points where the rate per 100 pounds is \$1.75 (H) a box weighing 73 pounds must be charged for at the graduated rate under \$1.75 (H), which makes the proper charge on “over 70 to 75 pounds” \$1.50.

Packages exceeding 7 pounds, carried by more than one company, graduate for each company unless otherwise instructed.

2. When the rate between any two points is not given in the graduated rates, use the next higher rate for making price, but do not charge more than for 100 pounds at the actual rate. EXAMPLE:—The correct charge for 75 pounds at 80 cents per 100 pounds would be 80 cents, and not \$1.00 according to the graduate on 75 pounds at \$1.00. If the rate exceeds \$2.00 (CC) per 100 pounds, charge pound rates, but never less than the \$2.00 (CC) graduated rate for same weight.

3. When the rate per 100 pounds is \$2.00 (I) or more, charge pound rates for 50 pounds or over; but the charge for less than 50 pounds in weight must not be greater than the charge for 50 pounds. If less than \$2.00 (I) per 100 pounds, charge graduated rates.

Two or more packages weighing each 20 pounds or over forwarded by one shipper at the same time to one consignee, may be charged for on the aggregate weight as above.

Packages weighing less than 20 pounds each, shipped as in the foregoing section, may be aggregated, provided they are estimated and charged for as weighing 20 pounds each. Actual weight only must be entered on the way-bill.

If articles of different classes are aggregated, the charge must be made at the rate applying to the highest class.

To properly carry out the above provisions in regard to aggregating the weights and charges on two or more packages sent by one shipper to one consignee, receiving clerks and wagon men are hereby instructed that in all cases when two or more articles are shipped at the same time to one address, to mark distinctly on each and every article the number receipted for and the hour of the day, thus: 3 pkgs. 11 A. M., 2 pkgs. 4 P. M.

All matter must be charged for at actual gross weight at the time of shipment, unless otherwise specially provided for. Estimated

weights on shipments usually made with ice are only to be applied when ice is used. When no ice is used gross weights must be charged.

4. EXTRA RATE CHARGES.—On matter subject to extra rate, as one and one-half or double rate, find graduated rate according to tariff, and then add one-half, or double it, as required. EXAMPLE:—If a package weighs 25 pounds rated at double rate, and the rate to destination is \$1.00 (E) per 100 pounds, the charge for 20 to 25 pounds is 50 cents, double this—\$1.00—is the proper amount.

5. VALUATION CHARGES.—When the value of any merchandise shipment (C. O. D. or otherwise) exceeds \$50.00, the following additional charge must be made on value: (Charge for value whether insured or not.)

When merchandise rate is \$1.00 or less per 100 pounds, 5 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$1.00 and not more than \$3.00 per 100 pounds, 10 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$3.00 and not more than \$8.00 per 100 pounds, 15 cents for each \$100 value or fraction thereof.

When merchandise rate exceeds \$8.00 per 100 pounds, 20 cents for each \$100 value or fraction thereof.

These rates must not be applied to shipments of money or bonds, being intended to apply only to packages or shipments of merchandise, jewelry and valuable papers.

The charges for valuation above given are to be made on the through rate, whether carried by one or more companies, and in the latter case are to be divided between the companies carrying, on the same basis as said companies divide the transportation charges, except as noted below.

7. C. O. D. MATTER.—The letters “C. O. D.” and amount to be collected must be plainly marked upon each article with which a bill is sent to be collected on delivery, and a similar entry made upon the way-bill. If shipper requires collection of charges for return of money, the C. O. D. envelope and package must be plainly marked “C. O. D. \$_____ and return charges,” and so way-billed.

Allow examination of C. O. D. matter only upon written authority of shipper, endorsed by agent at shipping point. When such authority is endorsed on the transfer envelope, it shall also be accepted. Such endorsement not to be made until shippers sign an agreement

releasing the company from all loss incident to such examination.

All orders to deliver C. O. D. goods without collecting C.O.D. must have the approval of the agent of the company at the shipping point.

When C. O. D. matter is, by order of shipper, through the agent at point of shipment, delivered without collecting, return the C. O. D. bill and envelope way-billed free.

If C. O. D. matter is refused, or cannot be delivered, the shipper must be immediately notified, and if not disposed of within thirty days after such notice, it may be returned subject to charges both ways.

C. O. D. matter, and paid C. O. D.'s returned to shipper, must take same route and pass through the hands of same company or companies as when originally forwarded.

C. O. D.'S AND COLLECTIONS BETWEEN THE UNITED STATES AND OTHER COUNTRIES.—Shippers desiring currency or coin different from that current where collection is to be made, must write their instructions plainly on the C. O. D. bill or collection.

8. Give a receipt of the prescribed form for all matter received, without regard to the distance to be carried. Always ask shippers to declare the value, and when given insert it in the receipt, mark it on the package and enter amount on the way-bill. If shippers refuse to state value, write or stamp on the receipt

"Value asked and not given." When received at owner's risk, write or stamp on face of receipt "At owner's risk."

Receive stove and other fragile castings, fire-brick and emery wheels at owner's risk only.

9. Require prepayment or guarantee of charges for, and so way-bill, old valises, handbags, bundles of blankets, seeds, cuttings, shrubbery, plants, samples, medicines, and for all matter evidently not worth charges.

When matter is way-billed or transferred guaranteed, the guarantee covers the charges of all companies carrying to original point of destination, and is limited to 60 days. Therefore, agents receiving matter way-billed "Guaranteed" must report to billing office within 60 days of date of way-bill any failure to collect charges on same.

10. Gunpowder, dynamite, kerosene, benzine, naphtha, gasoline, matches and all other explosive or dangerous inflammable oils, acids, or materials must not be received for transportation.

Men, women or children must not be received for transportation.

11. Fancy poultry, pet stock or dogs that have paid double merchandise rates, to fairs and exhibitions, may be returned free if accompanied by a certificate from the secretary that they are being returned to the original owner.

CLASSIFICATION.

EXPLANATIONS:—Special rules under each heading apply to all articles enumerated thereunder. *Mdse.* stands for Single Merchandise Rate; $\frac{1}{2}$ *Mdse.* for One-half Merchandise Rate; $1\frac{1}{2}$ *Mdse.* for One and One-half Merchandise Rate; *D Mdse.* for Double Merchandise Rate; *3t Mdse.* for Three Times Merchandise Rate, etc.; *Special* for Special Rates or Scales of Special Rates. In the absence of Special Rates on Special Rate matter use Single Merchandise Rates; *O. R.* for Owner's Risk; *O. R. B.* for Owner's Risk of Brea- age; *K. D* for Knocked Down; *Minimum* for Minimum charge on a single shipment—*i.e.*, no single charge less than the one specified. All articles not enumerated below, or not analogous to those enumerated, are to be charged for at Merchandise Rates.

A	RATE.
Acids, dangerous, refuse, see Rule 10.	
Advertising Matter, see Section A.	
Agricultural Implements, bulky.....	D. Mdse.
Plows, ordinary stirring and breaking.....	Mdse.
Ale, see Scale of Rates.	
Almanacs, see Section A and Section D.	
Animals. Receive them only at O.R. of injury, death or escape, taking a release as provided for Live Stock. Feed and utensils must be provided by shippers. They must be boxed or caged. Enter the number of animals in each box or cage on way-bill. Charges must be prepaid or guaranteed. See Rule 11.....	D. Mdse.
Alligators, live.....	
Cats.....	
Deer.....	
Dogs, in boxes at actual weight, or securely chained, at 100 lbs. e'ch	
Ferrets.....	
Guinea Pigs.....	
Opossums.....	
Pet Animals.....	
Rabbits.....	

	RATE.
Antlers.....	D. Mdse.
B	
Beef Fat, see General Specials.	
Beer, see Scale of Rates.	
Beer Tonic, see Scale of Rates.	
Bees, in stands, O. R.....	$1\frac{1}{2}$ Mdse.
Benzine, refuse, see Rule 10.	
Bicycles—Ordinary, see Vehicles.	
Bicycles—Railroad, taken apart, see Vehicles.	
Bicycles—safety, K. D. and crated, see Vehicles.	
Bicycle Wheels, see Vehicles.	
Birds—Live. Receive them only at O. R. of injury, death or escape, taking a release as provided for Live Stock. Feed and utensils must be provided by shippers. Charges must be prepaid or guaranteed. Enter the number in each crate on the way-bill.....	D. Mdse.
Blanks, printed, bound or in sheets, see Section D.	
BlotTERS and Blotting Pads, see Section D.	
Boats must be receipted for at owner's risk, with the understanding	

	RATE.		RATE.
that if they cannot be loaded in cars they are to be placed on deck. When they exceed 38 feet in length they must be accepted only by special agreement, and when destined to offices of other companies must not be accepted without their permission.		placed in such coffins or cases as will prevent the escape of offensive odors. A certificate of physician or health officer stating cause of death and that it was not from infectious or contagious disease, must be attached to the way bill and duplicate pasted on top of case.	
Metallic Folding Boats, securely packed -----	D. Mdse.	Cows, see Live Stock.	
Row Boats and Canoes, including paddles and equipment, minimum \$2.00 -----	4 t Mdse.	Crabs, see General Specials.	
Shells and all Racing Crafts, including Outriggers, minimum \$4.00. -----	8 t Mdse.	Crabs, deviled or cooked -----	Mdse.
Boats (except metallic folding boats), when securely and completely boxed, so that freight of all descriptions and weight can be loaded on top -----	3 t Mdse.	Crayon Portraits, see Pictures.	
Books, printed, bound or unbound, see Section D.		Cuttings, see Section D.	
Book Cases, same as Furniture.			
Bread, pound rates, minimum 25 cts.	Mdse.	D	
Buggies, see Vehicles.		Deer, see Animals.	
Bulbs, see Section D.		Desks - School, see Furniture.	
Burial Cases -----	Mdse.	Desks - Office, same as Furniture.	
Burros, see Live Stock.		Dogs, see Animals.	
Butter, see General Specials.		Doll Carriages and Doll Chairs, of small value -----	Mdse.
		Dressed Poultry, see Gen'l Specials.	
		Dress Forms -----	D. Mdse.
		Dynamite, refuse, see Rule 10.	
		E	
Calendars, see Section D.		Eggs, see General Specials.	
Calves, see Live Stock.		Emery Wheels, see Rule 8.	Mdse.
Calves, dressed, see General Specials.		Empties, O. R., returned by the company that carried them when full. Unless otherwise provided for, they must be called for and delivered by owners, and charges must be prepaid. Empties not enumerated are to be charged for in accordance with size and weight of analogous empties. When carried by two or more companies between common points, charges to be divided equally, delivering company to have the odd cent. Empties that have not been shipped full by express, charge merchandise rates.	
Cameras - Photograph, securely bxd	Mdse.	Bags and Sacks, for news companies -----	Free.
Cameras - Photograph, in light-carrying cases -----	D. Mdse.	Beer Empties -----	Free.
Canoes, see Boats.		Berry-Stands or Crates -----	10c. Each.
Cards, printed, see Section D.		Bread Baskets or Boxes -----	5c. Each.
Carriages, see Vehicles.		Butter Tubs (and all butter empties except refrigerators) -----	5c. Each.
Castings, Fragile, receive only at O. R. B., see Rule 8.		Butter Refrigerators -----	15c. Each.
Catalogues, see Section D.		Cans, in boxes or kegs, and oil-cans in jackets -----	10c. Each.
Catalogues and prices current with prices extended to or from dealers and their traveling salesmen, Value limited to \$10.00, see Section B.		Cans, for Alcohol, Fish, Oils and Varnishes. They may deliver to regular patrons -----	15c. Each.
Cats, see Animals.		Clothing Baskets for clothing houses and merchant tailors -----	25c. Each.
Celery, see General Specials.		Coops -----	10c. Each.
Chairs, see Furniture.		Crates and Kennels, pet animal or dog, minimum 50 cents -----	1/2 Mdse.
Cheese, { see General Specials.		Demijohns, in boxes or kegs -----	10c. Each.
Chestnuts, { -----		Egg Cases -----	5c. Each.
Children, refuse. See Rule 10.		Fruit Empties -----	10c. Each.
Chromos, see Pictures, also Section D.		Gas Cylinders, minimum 15 cents -----	1/2 Mdse.
Chromo, Lithographs, see Section D.		Homing Pigeon Baskets, minimum 50 cents each for each company carrying -----	Mdse.
Chronometers, see Instruments.		Ice Cream Freezers, minimum 15c. -----	1/2 Mdse.
Cider, see Scale of Rates.		Jars -----	5c. Each.
Cigar Boxes, empty -----	Mdse.	Jugs, in boxes or kegs -----	10c. Each.
Circulars, see Section B.		Kumyss Boxes -----	25c. Each.
Clams, in shells, see General Specials.		Liquor Kegs -----	10c. Each.
Clothing, packages of, to or from Laundries, see Section B.		Meat Boxes may be returned, subject to charges on delivery, by agreement with owners -----	25c. Each.
Colts, see Live Stock.		Milk Cans -----	Free.
Corn, cooked, sample cans of, see Section B.		Mineral Water Cases -----	Free.
Corpses, double the lowest first-class passenger fare, but never less than \$5.00 for any distance, except that those of children under 12 years of age may be carried at single adult passenger fare, but never less than \$2.50. When carried by two or more companies, the charges shall be pro-rated on the basis of the local merchandise rates, provided that the charge for each company shall not be less than \$3.00 for an adult, or \$2.00 for a child under twelve years. Charges must be prepaid or guaranteed. Corpses must be		Oyster Empties -----	Free.

	RATE.
Oyster Empties, new, sent to be filled and returned by express—	
Tubs or Pails	5c. Each.
Other New Oyster Empties	10c. Each.
Pony Refrigerators, for fruit	25c. Each.
Soda Fountains, minimum 15c.	½ Mdse.
Soda Water Cases	Free.
Engravings, see Pictures, also Sec. D.	
Envelopes, address printed, see Sec. D.	
Explosives, refuse.	

F

Feathers, closely compressed and baled	Mdse.
Feathers, not closely compressed and baled	D. Mdse.
Ferrets, see Animals.	
Fire-Arms, O. R.	
Guns or Rifles, trussed or boxed, or taken apart and packed in sole-leather or canvas cases	Mdse.
When not so packed	3 t Mdse.
Pistols or Revolvers, securely packed	Mdse.
Fire Brick, see Rule 8	Mdse.
Fish—Fresh, smoked or dried, see General Specials.	
Fish—Live. When carried by more than one company, rates on "Packages each 7 lbs. or less" do not apply	Mdse.
Fruit, see General Specials.	
Furniture, O. R. B.	
Boxed or crated	Mdse.
Not boxed or crated	D. Mdse.
Burlapped, except chairs, from manufacturers only	Mdse.
Chairs, boxed or crated	Mdse.
Chairs, not boxed or crated and not otherwise specified	D. Mdse.
Chairs, Barber, burlapped, boxed or crated	Mdse.
Chairs, Dentists', boxed or crated, not exceeding \$75 in value	Mdse.
Chairs, Dentists', boxed or crated, exceeding \$75 in value	D. Mdse.
Chairs, Iron Frame or Folding Opera	Mdse.
Letter File Cases, boxed or crated	Mdse.
Piano Stools, boxed or crated	Mdse.
Piano Stools, not boxed or crated	D. Mdse.
School Desks	Mdse.
Furs—Coarse, including undressed skins, see General Specials.	
Furs—Dressed	Mdse.

G

Game, see General Specials.	
Gasoline, refuse, see Rule 10.	
General Specials, at pound rates, and unless otherwise provided for, at gross weight; no charge less than 35 cents, unless graduate under General Special, or Merchandise rate is less. Two or more packages from the same shipper at the same time to the same consignee may be aggregated and charged for as one. Prepayment of charges will be required on all shipments from or to parties found guilty of understating the contents or net weight of packages carried at estimated weights.	Special.
Beef Fat	
*Butter	
Calves, dressed	
Celery	
Cheese	
Chestnuts	

	RATE.
Clams, in shells	
Crabs, live	
Crab Meat, raw (not including devilled or cooked crabs)	
Eggs	
*Fish, fresh, smoked or dried	
Fruit	
Furs, coarse, including undressed skins of any kind	
*Game, between December 1 and March 31, no allowance for ice will be made	
Hides, green	
Lard	
*Lobsters	
*Meat, fresh or cured	
Oleo Butter	
Oleo Oil	
Oysters, in bulk, 10 lbs., per gallon, except when sold by count, 100 counts shall be estimated at 6 lbs., and 100 culls at 4 lbs.	
Oysters, in shell	
Oysters, canned	
*Poultry, dressed, between December 1st and March 31st no allowance for ice will be made	Special.
Rabbits, dead	
*Sausage, fresh or cured	
†Shrubs, for setting, when boxed or baled and strawed; prepaid or guaranteed	
Skins, undressed	
Terrapin	
†Trees, for setting, when boxed or baled and strawed; prepaid or guaranteed	
Turtles, live	
Vegetables	
*When ice is used for preservation, add 25 per cent. to net weight, unless actual gross weight is less at time of shipment	
†Shrubs and Trees for setting, when boxed, or baled and strawed, prepaid or guaranteed, between points where no General Special is in force, may be taken at 20 per cent. less than merchandise rates, at pound rates, minimum charge 35 cents. This applies only to points reached by rail.	
Ginger Ale, see Scale of Rates.	
Glass, must be boxed or crated, O. R. B.	
Ground	D. Mdse.
Mirrors	D. Mdse.
Stained	D. Mdse.
Show Cases	D. Mdse.
Plate	Mdse.
Signs	Mdse.
Window	Mdse.
Goats, see Live Stock.	
Guinea Pigs, see Animals.	
Guns, see Firearms.	
Gunpowder, refuse, see Rule 10.	

H

Hand Bags—old, see Rule 9.	
Hand Bills, see Section D.	
Heliotype Work, see Section D.	
Hides—Green, see General Specials.	
Hobby-Horses	D. Mdse.
Hogs, see Live Stock.	
Honey, O. R., refuse unless properly packed	Mdse.
Horses, see Live Stock.	

I

Inflammables, refuse, see Rule 10.	
Instruments, O. R.	

	RATE.		RATE.
Musical Instruments, encased in wooden boxes in addition to their own cases.....	Mdse.	Horses, estimate single animal at 1,000 pounds, minimum \$25 for each company carrying in absence of an agreement to divide the through rate.....	3 t Mdse.
Musical Instruments, not so boxed, not otherwise specified.....	3 t Mdse.	Horses, car-loads of ten horses, estimate at 10,000 pounds, and 1,000 pounds more for each additional horse.....	Mdse.
Pianos, boxed, minimum \$5.00 for each company carrying.....	Mdse.	Ponies or Colts, not exceeding 500 pounds in weight and \$100 in value, minimum \$10 for each company carrying in absence of an agreement to divide the through rate.....	1½ Mdse.
Pianos, not boxed, minimum \$5.00 for each company carrying.....	1½ Mdse.	When not crated.....	1½ Mdse.
Organs, boxed.....	Mdse.	When crated.....	Mdse.
Organs, not boxed, for music dealers.....	Mdse.	A Pony, Colt or Horse weighing over 500 pounds, net, will be classified same as a horse.	
Organs, not boxed, for other than music dealers.....	1½ Mdse.	Sheep, crated.....	Mdse.
Surveyors' Instruments, except Tripods, must be refused unless boxed.....		Lobsters, see General Specials.	
Surveyors' Instruments, enclosed in single box or case.....	3 t Mdse.	M	
Surveyors' Instruments, strapped so that they can not move in their own box or case, and covered with one or more additional boxes with proper packing between.....	Mdse.	Magazines, see Section D.	
Chronometers, must be refused unless boxed.....	3 t Mdse.	Maps, see Section D.	
Thermometers, must be refused unless boxed or securely packed.		Marble and Slate, manufactured, must be boxed or crated, O. R.....	Mdse.
Value not exceeding \$3.00 each.....	Mdse.	Matches, refuse, see Rule 10.	
Value exceeding \$5.00 each.....	D. Mdse.	Mattresses.....	Mdse.
Tripods.....	Mdse.	Meat, sample cans of, from packing houses, see Section B.	
Insurance Policies, blank, see Sec. D		Meat—Fresh or Cured, see General Specials.	
J		Men, refuse, see Rule 10.	
Jewelry, sealed or unsealed, graduated rates.....	Mdse.	Mineral Water.	
K		Mirrors, see Glass.	
Kerosene, refuse, see Rule 10.		N	
L		Naphtha, refuse, see Rule 10.	
Labels, see Section D.		Negatives, see Photographic Dry Plates.	
Lard, see General Specials.		Newspapers, charge according to local agreements.	
Laundries, packages of clothing, shipped to or by, see Section B.		Newspapers, auxiliary, see Section B.	
Letter File Cases, see Furniture.		O	
Lithographed Views of Cities, mounted on cloth, with rollers, see Section D.		Oars, crated.....	Mdse.
Lithographic Stones, O. R., must be boxed or crated.....	D. Mdse.	Oars, not crated.....	D. Mdse.
Liquids, in glass, demijohns or earthenware, O. R. Refuse when enclosed in paper or paper boxes or otherwise improperly packed.....	Mdse.	Oleo Butter, { See General Specials.	
Lithographs, see Pictures, also Section D.		Oleo Oil, {	
Live Stock. Receive only at O. R. of death, injury or escape. Shippers must be required to sign a contract on the form furnished by the company, releasing the express as well as all transportation companies, whose lines may be used, from any and all liability for loss or damage. Feed and utensils must be provided by shippers. Charges must be prepaid or guaranteed. Horses must not be taken unless authorized by superintendents.....		Oils, explosive or inflammable, refuse, see Rule 10.	
Burros, crated.....	Mdse.	Opera Chairs, see Furniture.	
Burros, not crated, not exceeding 500 pounds in weight and \$100 in value, minimum \$5 for each company carrying.....	1½ Mdse.	Opossums, see Animals.	
Calves, crated.....	Mdse.	Organs, see Instruments.	
Colts, see Ponies.		Oysters, see General Specials.	
Cows, not crated, estimate single animal at 1,000 pounds.....	D. Mdse.	Oyster Posters and Oyster Signs, not exceeding 20 pounds in weight, from oyster dealers.....	Free.
Goats, } Crated.....	Mdse.	P	
Hogs, }		Paintings, see Pictures.	

Chromos	When the de-	RATE.	Slate, see Marble.	RATE.
Crayon Portr'ts	clared value of	Mdse.	Sleighs, see Vehicles.	
Engravings	the shipment is		Soap, samples of, given away for ad-	
Lithographs	\$50.00 or less.		vertising purposes, see Section B.	
Mach'ie or Sten-	When the de-		Soda Founts, "charged"	Mdse.
cil Paintings	clared value of	D. Mdse.	Soda Water, see Scale of Rates.	
Oil Paintings	the shipment		Spring Water, see Scale of Rates.	
Pictures	exceeds \$50.00.		Statuary, O. R., must be boxed or	D. Mdse.
Water Colors			crated	
Pigeons—Live, in coops for market			Stereoscopic Views, see Section D.	
or shooting tournaments. O. R.			Sulkies, see Vehicles.	
of injury, death or escape.			Surveyors' Instruments, see Instru-	
Coops and contents must not weigh		Mdse.	ments.	
over 150 pounds			T	
Pigeons Live, shipped by Homing			Terrapin, live, see General Specials.	
Pigeon Clubs, O. R. of injury,			Thermometers, see Instruments.	
death or escape, in heavy flat-		Mdse.	Tricycles, see Vehicles.	
topped baskets, with sufficient			Tripods, see Instruments.	
food and water for the trip			Trees, see General Specials.	
Pistols, see Firearms.			Turtles—Live, see General Specials.	
Plants—Live, boxed or crated, so that		Mdse.	Typewriting Machines, securely	Mdse.
they can be loaded with other			boxed	
freight without damage; prepaid		D. Mdse.	Typewriting Machines, when in their	D. Mdse.
or guaranteed			cases only, or not securely boxed,	
Plants, when not so boxed or crated;			O. R.	
prepaid or guaranteed			V	
Plants, also see Section D.			Valises, see Rule 9.	
Plows, see Agricultural Implements.			Vegetables, see General Specials.	
Ponies, see Live Stock.			Vehicles.	
Pop, see Scale of Rates.			Bicycles, ordinary	D. Mdse.
Posters, see Section D.			Bicycles, railroad, taken apart	Mdse.
Poultry, dressed, see General Specials.			Bicycles, safety, K. D. and boxed	Mdse.
Poultry—Live, O. R. of injury, death			or crated	
or escape. Food and utensils		Mdse.	Bicycle Wheels, same as the ma-	
must be provided by shippers.			chine to which they belong, ex-	
Coops and contents must not			cept that the small wheel of the	
weigh over 150 pounds.			"Ordinary" Bicycle may be	
Poultry, for market			taken at merchandise rate when	
Poultry, other than for market;			boxed or crated.	
released same as Live Stock;			Buggies, K. D. and boxed or crated	1½ Mdse.
charges must be prepaid or guar-			Buggies, not K. D. and boxed or	
anteed; enter the number of			crated	3 t Mdse.
fowls in each coop on way-bill.			Children's Carriages	D. Mdse.
See Rule 11.		D. Mdse.	Carriages, K. D. and boxed or crat'd	1½ Mdse.
Prices Current, see Section B.			Carriages, not K. D. and boxed or	
Produce, see General Specials.			crated	3 t Mdse.
Prospectuses, see Section D.			Carriage or Buggy Poles, with sin-	
Proof Sheets, see Section D.			gle-trees securely attached	Mdse.
Publications, see Section D.			Cutters, with Thills detached,	
			boxed or crated	1½ Mdse.
Q			Sleighs, K. D. and boxed or crated,	1½ Mdse.
Quail—Live, in coops for market or			Sleighs, not K. D. nor boxed or	
shooting tournaments, O. R. of			crated	3 t Mdse.
death, injury or escape. Coops			Sleighs, with Thills detached,	
and contents must not weigh		Mdse.	boxed or crated	1½ Mdse.
over 150 pounds			Sulkies, K. D. and boxed or crated,	1½ Mdse.
			Sulkies, not K. D. and boxed or	
R			crated	3 t Mdse.
Rabbits—Dead, see General Specials.			Tricycles, K. D. and boxed or crat'd	Mdse.
Rabbits—Live, see Animals.			Tricycles, not K. D. and boxed or	
Reading Matter Plates, see Section B.			crated	D. Mdse.
Revolvers, see Firearms.			Velocipedes	D. Mdse.
Rifles see Firearms.			Velocipedes—Children's	Mdse.
Roots, see Section D.			W	
S			Watches, see Jewelry.	
Sausage—Fresh or cured, see General			Women, refuse, see Rule 10.	
Specials.			Y	
School Desks, see Furniture.			Yeast, Compressed, pound rates,	
Scions, see Section D.			minimum charge, 35 cents, un-	
Seeds, see Section D.			less graduate is less. Cases con-	
Sewing Machines, racked or boxed		Mdse.	taining 50 lbs. of Yeast may be	
Sewing Machines, not racked or			rated at 6 lbs. Packages weighing	
boxed, O. R.		1½ Mdse.	1½ lbs. or less may be taken over	Special.
Sheep, see Live Stock.			the lines of one company for 15	
Sheet Music, see Section D.			cents and ½ cent for each addi-	
Show Cards, unmounted, see Sec-			tional ounce, unless graduate or	
tion D.			pound rate minimum is less.	
Show Cases, see Glass.				
Shrubs, see General Specials.				
Signs, see Glass, also see Section A.				
Skins—Dressed		Mdse.		
Skins—Undressed, see General Spec-				
ials.				

SECTION "A."—Advertising Matter, consisting of Printed, Engraved or Photographed Advertisements, on paper or card-board (not under glass), and Almanacs, Signs and Cards without glass in frames or racks, may be charged for at the Merchandise rate per 100 pounds, for actual weight.

***SECTION "B."**—The following matter may be charged for at the Merchandise rate per 100 pounds, for actual weight, charges to be prepaid or guaranteed:

Auxiliary Newspapers, Patent Insides, and other appliances used in place thereof, including reading-matter plates, minimum 25 cents.

Packages of Clothing shipped to or by Laundries, minimum 30 cents.

Catalogues and Prices Current, with prices extended, to and from dealers and their traveling salesmen, value limited to \$10, minimum 30 cents.

†SECTION "D."—Rates on Printed Matter and Seeds and Bulbs, prepaid, for Manufacturers, Publishers and Dealers.

The following articles may be carried at 10 cents for each $1\frac{1}{2}$ pounds or less, and for single packages exceeding $1\frac{1}{2}$ pounds, one cent for each additional two ounces or fraction thereof, unless the graduated rate is less. If the through rate exceeds \$8.50 per 100 pounds, no package weighing over four pounds, except single books, will be carried at these rates.

Almanacs.	Engravings.	Periodicals.
Blanks, printed (bound or in sheets).	Envelopes (address printed).	Photographs (not framed).
Blotters and Blotting Pads.	Hand-bills.	Plants.
Books, printed (bound or unbound).	Heliotype Work.	Posters.
*Bulbs.	Insurance Policies (blank).	Prospectuses.
Calendars.	Labels	Proof-sheets.
Cards, printed,	Lithograph Views of Cities (mounted on cloth with rollers).	Publications.
Catalogues.	Lithographs.	Roots.
Circulars.	Magazines.	Scions.
Chromos.	Maps.	†Seeds.
Chromo-Lithographs.	Pamphlets.	Sheet Music.
Cuttings.	Paper for Cash Registers (printed on rolls or sheets).	Show Cards (unmounted).
		Stereoscopic Views.

Any of the above-mentioned articles which represent advertising may be taken under Section A, when it gives a lower rate.

The following named articles are not included, and whether enclosed with the above-named matter, or separately, will subject the shipment to merchandise tariff: Blank Books, Blank Cards, Card-Boards, Blank Envelopes, Flexible or Paper Patterns, Letter Paper, Ornamental Paper, and Samples of Merchandise, including grain, cloth, medicine, and sample cards.

Printed matter rates apply solely to articles enumerated, and only when shipped by manufacturers, publishers or dealers. The value of each package must be limited to ten dollars, be prepaid, and have the nature of the contents written, stamped or printed thereon, and be so packed that the description may be readily verified by examination.

†SECTION "E."

Especial care and judgment must be exercised in the use of the following Special Rates, offering them only to manufacturers and dealers, to secure large and continuous shipments:

Packages of merchandise (not including jewelry), grocers' samples, and Electrotypes and Stereotype Plates for advertising cuts, value not exceeding \$10, may be forwarded at a rate of 1 cent per ounce, no charge less than 15 cents per package, charges prepaid. (These rates must not be applied to merchandise packages forwarded by transient shippers.)

*When graduated or other rates quoted are less than these, they should be applied. ‡When shipments are ordered returned, these rates apply.

†Packages of Bulbs or Seeds exceeding 40 ounces in weight, 4 cents per package less than rate of $\frac{1}{2}$ cent per ounce, unless regular graduate is less.

‡When graduated or other rates quoted are less than these, they should be applied. When shipments are ordered returned, these rates apply.

EXCEPTION SHEET—SPECIAL INSTRUCTIONS.

AGRICULTURAL IMPLEMENTS.

Classification Card quotes two classes of Agricultural Implements. Bulky implements will be subject to double merchandise rates. Others will be charged merchandise rates.

The following are Bulky :

Cleaners, Cotton-seed.	Manure Spreaders, set up.
Cradles, Grain, set up.	Mills, Fan.
Cultivators, set up.	Mills, with trains, Sugar.
Cutters, Ensilage, Straw and Hay, set up.	Mowing and Reaping Machines, Binders and Har-
Distributors, Guano, set up.	vester, whether combined or separate, set up.
Drills, Grain, set up.	Planters, Corn and Cotton, set up.
Dusters, Bran, set up.	Plows, Gang and Sulky.
Evaporators, Fruit.	Presses, Hay and Cotton, set up.
Evaporators, Sugar.	Purifiers, Middlings.
Fans, Wheat,	Rakes, Horse, set up.
Horse-powers, railroad or endless chain.	Wheelbarrows, Railroad, common, carriers' con-
Hullers, Cotton-seed and Clover.	venience.
Incubators, K. D., packed.	Wheelbarrows, Wood, set up.

Such of these articles as can be carried by Express will be taken at double merchandise rates. Others will be carried at merchandise rates.

CLASSIFICATION OF PERISHABLES, ETC., CARRIED AT LESS THAN MERCHANDISE RATES.

For the purpose of promoting local traffic between points on the lines of this Company, and developing the production of the commodities herein quoted at the same, Agents are authorized to use rates to be found by using the following scale:

This scale or these rates are not authorized to be used on any business transferred to other Express Companies, nor on any business received from them.

Rates on this class of business, to and from points reached by other Express Companies, are known as "Through Rates," and will be furnished upon application to the General Auditor when necessary.

Following classification is made:

CLASS A—To consist of merchandise.

CLASS B—To consist of the following:

Asparagus.	Celery.	Honey (in the comb).
Dressed Poultry.	Coarse Furs.	Trees and Shrubs (for planting).
Berries.	Eggs.	Oysters (except in shell).
Butter.	Fish.	
Cherries.	Game.	

CLASS C—To consist of the following:

Beans.	Peaches.	Strained Honey.
Green Hides.	Peas.	Turtles (in barrels).
Ice Cream.	Plums.	Lettuce (gross weight).

CLASS D—To consist of the following :

Ale.	Cantaloupes (in crates or barrels).	Potatoes.
Apples.	Cucumbers.	Pears.
Bananas.	Egg Plant.	Parsnips.
Beer.	Grapes.	Pop.
Beets.	Greens.	Radishes.
Cheese.	Green Corn.	Salt and Dry Fish.
Crackers.	Lemons.	Sausage.
Chestnuts.	Mineral and Spring Waters.	Squashes (in crates).
Cabbage.	Oranges.	Sugar Cane.
Carrots.	Oysters (in shell).	Soda Water.
Cocoanuts.	Okra.	Tomatoes.
Cider.	Pine Apple.	Turnips.
Compressed Yeast (see Classification Card).	Pomegranates.	

FRESH MEATS.—See Mileage Scale.

The following Scale of Charges will apply as hereinbefore instructed :

WHEN THE RATE ON MERCHANDISE IS	CHARGE AS FOLLOWS ON OTHER CLASSES.			WHEN THE RATE ON MERCHANDISE IS	CHARGE AS FOLLOWS ON OTHER CLASSES.		
	Class B.	Class C.	Class D.		Class B.	Class C.	Class D.
.40	.40	.40	.40	3.25	2.25	2.00	1.75
.50	.45	.45	.40	3.50	2.50	2.25	2.00
.60	.50	.50	.40	3.75	2.50	2.25	2.00
.75	.65	.60	.50	4.00	2.75	2.50	2.25
.90	.75	.70	.60	4.25	3.00	2.75	2.50
1.00	.80	.75	.60	4.50	3.00	2.75	2.50
1.25	1.00	.90	.70	4.75	3.00	2.75	2.50
1.50	1.25	1.15	.90	5.00	3.25	3.00	2.75
1.75	1.50	1.25	1.00	5.25	3.25	3.00	2.75
2.00	1.50	1.25	1.15	5.50	3.50	3.25	3.00
2.25	1.75	1.50	1.25	5.75	3.75	3.50	3.25
2.50	2.00	1.75	1.40	6.00	4.00	3.75	3.50
2.75	2.00	1.75	1.50	6.50	4.00	3.75	3.50
3.00	2.25	2.00	1.75				

Fresh fish requiring ice for preservation in transit, may be carried between all points at net weight, with 25 per cent. added when ice is used.

OFFICERS OF THE SOUTHERN EXPRESS COMPANY.

M. J. O'BRIEN.....VICE PRESIDENT AND GENERAL MANAGER.
 C. L. LOOP, GENERAL AUDITOR.....Memphis, Tennessee.
 W. J. CROSSWELL, SUPERINTENDENT.....Wilmington, North Carolina.
 O. M. SADLER, SUPERINTENDENT.....Charlotte, North Carolina.

COMMISSIONERS' CLASSIFICATION OF FREIGHT.

A	Class.	Class, if Released.
Accoutrements, Military	1	
Acid, viz:		
Acetic	D 1	2
Carbolic	3	
Carbonic, in iron drums, L. C. L.	3	5
Same, C. L.	4	6
Carbonic, N. O. S., L. C. L.	2	
Same, C. L.	5	
Dry	3	
Muriatic, in carboys, boxed, ship's option, L. C. L.	D 1	2
Same, C. L.	2	4
Phosphoric, in glass, packed in baskets or in boxes		1
Stearic, in barrels	3	6
Sulphuric, in carboys, boxed, ship's option, L. C. L.	D 1	2
Same, C. L.	2	4
Sulphuric, in iron casks or drums, L. C. L.	3	5
Same, C. L.	4	6
Sulphuric, in tank cars	6	
N. O. S.	D 1	
Aerated Waters (such as Moxie); see Waters.		
Agateware, boxed	2	
Agate and Granite Stamped Ware, boxed	3	
Agricultural Implements, C. L., owners to load and unload, viz.:		
Cleaners, Tobacco, minimum weight, 15,000 pounds	3	
Elevators, for cotton, manufactured of iron and wood, knocked down	4	
Evaporators, Sugar, manufactured of iron, minimum weight, 20,000 lbs	3	4
Granulators, Tobacco, minimum weight, 15,000 pounds	3	
Harvesters, Cotton, minimum weight, 15,000 pounds	2	3
N. O. S., minimum weight, 24,000 pounds	4	6
Agricultural Implements, L. C. L., viz.:		
Carriers and Hoisters, Hay, iron	3	
Cleaners, Cotton-Seed	1½	1
Cleaners, Tobacco	2	
Cotton Choppers; same as Cultivators.		
Cotton Gins, Feeders and Condensers	2	3
Cradles, Grain, set up	3 T 1	D 1
Same knocked down in bundles or boxes	1	2
Crushers, Corn and Cob	3	
Cultivators, set up	3 T 1	D 1
Same, knocked down, packed	1	
Cutters, Ensilage or Stalk, set up	1½	
Same, knocked down, in bundles or crates	2	
Cutters, Ensilage, knocked down, packed	3	
Cutters, Hay or Straw, set up	1½	
Same, knocked down, packed	3	
Diggers, Potato; same as plows, N. O. S.		
Distributors, Guano, set up	1½	1
Same, knocked down	2	
Dog Powers, N. O. S.	1	
Drills, Grain, set up	1½	1
Same, knocked down, packed	2	
Dusters, Bran, set up	3 T 1	D 1
Same, knocked down, packed	2	
Elevators, for cotton, manufactured of wood and iron, set up	D 1	
Same, knocked down	3	
Elevators or Carriers for feeding lint to cotton gins	2	3
Evaporators, Fruit	1½	1
Evaporators, Sugar, manufactured of iron, set up	D 1	1½
Same, nested, boxed or crated	1	2
Fans, Wheat	3 T 1	D 1
Feather Renovators; same as Mills, Fanning,		
Flues, Lint	2	3
Forks, Hay and Manure, in bundles	3	
Furnaces, Evaporator	1	
Granulators, Tobacco	2	
Harrows and Harrow Frames	3	4
Harrow Teeth; see Iron and steel articles.		
Harvesters, Cotton	1½	1
Harvesters, N. O. S.; see Mowing Machines.		
Hoes, in Bundles	3	
Hoes, without handles, in barrels or casks	4	
Hoisters, Hay: see Carriers.		
Horsepowers, Railroad or Endless Chain	1½	

A	Class.	Class, if Released.
<i>Agricultural Implements, L. C. L.—Continued</i>		
Horsepowers, knocked down	2	
Hullers, Cotton-seed and Clover	1½	1
Knives, Hay, packed	2	
Machines, Hemp	1	
Machines, Smut	3	
Manure Spreaders, set up	1½	1
Same, knocked down	2	3
Mills, Burr-stone, portable	3	
Mills, Cane, cast-iron, minimum weight, 350 pounds each	5	
Mills, Cane, N. O. S.	3	4
Mills, Cob	4	
Mills, Corn	3	4
Mills, Fanning, set up	3 T 1	D 1
Same, knocked down flat, tied in bundles	1	
Mills, Hominy	3	4
Mills, Sorghum	3	4
Mills, Sugar, with trains	3 T 1	D 1
Mowers, Lawn	1	
Mowing and Reaping Machines, Binders and Harvesters, whether combined or separate, set up	1½	1
Same, knocked down and fully boxed	3	
Planters, Corn and Cotton, set up	1½	1
Same, knocked down, in bundles or boxes	2	
Planters, Potato; same as Plows.		
Plow Parts, Iron; see Iron and Steel articles.		
Plow Singletrees	4	
Plows, Gang and Sulky, set up	3 T 1	D 1
Same, knocked down	4	
Plows, N. O. S., set up	1	2
Same, knocked down	4	
Presses, Cider	4	
Presses, Hay and Cotton, set up	D 1	
Same, knocked down	4	
Pruners, Tree, in bundles	1	
Purifiers, Middlings	3 T 1	D 1
Rakes, Hand, in bundles	3	
Rakes, Horse, set up	3 T 1	D 1
Same, knocked down	1	
Rollers, Field and Road	3	
Scrapers, Road and Pond	3	
Scythes, in bundles	1	
Scythes, in boxes	2	
Scythe Snaths	1	
Separators	1	
Shellers, Corn, packed	2	
Shovels and Spades, in bundles	3	
Sprayers, Garden, knocked down, completely boxed		1
Straw Stackers	1	
Tedders, Horse; same as Rakes, Horse.		
Threshers	1	
Wheels, Agricultural Implement, iron	3	5
Wood, in shape for implements, N. O. S., boxed, crated or in bundles	4	
Alabastine; see Wall finish.		
Alcohol, Wood, in wood	3	4
Alcohol, N. O. S.; see Liquors.		
Ale, Beer and Porter, viz.:		
NOTE—No freight charges to be made for ice, in same car with ale, beer or porter in car loads, necessary to preserve it in transit, 4,000 pounds to be the maximum weight of ice and packing carried free in any car of ale, beer or porter; but this allowance shall not be construed as permitting any ale, beer or porter to be carried free if less than 4,000 pounds of ice and packing be loaded in the car.		
In wood (estimated weights: barrel, 350 pounds; half-barrel, 180 pounds; quarter-barrel, 100 pounds; eighth-barrel, 50 pounds) L. C. L.	2	4
Same, C. L., minimum weight, 20,000 pounds	4	E
In glass, packed, securely wired and sealed or locked, L. C. L.	2	4
Same, C. L., minimum weight, 20,000 pounds	4	E
In wood and in glass, packed, mixed C. L., minimum weight, 20,000 pounds	4	E
Ale, Ginger, in glass, packed, securely wired and sealed or locked, L. C. L.	2	4
Same, C. L., minimum weight, 24,000 pounds	4	E
Almanacs and Trade Circulars, prepaid	2	
Alum, Lump or Ground, in barrels or casks	6	
Alum, N. O. S.	4	
Aluminum, in slabs or ingots, packed in boxes or barrels	1	
Aluminum Alloy Metal, in boxes or crates, L. C. L.	4	
Same, C. L.	5	

A	Class.	Class, if Released.
Ammonia, viz.:		
Anhydrous, in wrought-iron cylinders, not boxed, or in iron tubes, boxed, C. L. L.	1	2
Same, C. L.	2	3
Aqua, in glass, packed	3	4
Aqua, in iron casks	6	
Sulphate of, L. C. L.	5	
Same, C. L.	6	
Ammonia Water Casks; see Casks.		
Ammunition, N. O. S.	1	
Anchors; see Iron and Steel Articles.		
Annealing Boxes; see Boxes.		
Antikalsomine or Diamond Wall Finish; see Wall Finish.		
Antimony, Crude	3	
Antimony, Metal	4	
Antimony Salts; see Salts.		
Anvils; see Iron and Steel Articles.		
Apples; see Fruit.		
Aprons, Vehicle Seat; see Vehicle Materials.		
Argols, in boxes, barrels or casks	4	
Arsenic, Crude, in kegs, boxes or barrels	3	
Artists' Stretchers - same as Picture Frames.		
Asbestos, in barrels or casks, L. C. L.	5	
Same, C. L.	6	
Asbestos, in boxes, kegs, sacks or bales, L. C. L.	4	
Same, C. L.	5	
Asbestos Products, viz.:		
Building Felt and Sheathing, in rolls, covered, reels or cases, L. C. L.	4	
Same, C. L.	5	
Cement, Dry, in barrels, kegs or casks, any quantity	6	
Fire Felt Pipe Covering, in sections or sheets, boxed or crated, L. C. L.	5	
Same, C. L.	6	
Mill Board; same as Packing.		
Moulded Sectional Covering, Pipe, in boxes or crates, L. C. L.	5	
Same, C. L.	6	
Packing, Pipe, in rolls, reels or cases, L. C. L.	4	
Same, C. L.	5	
Roof Coating, in kegs, kits or barrels, value limited to 20 cents per gallon, L. C. L.	5	
Same, C. L.	6	
Roofing, in rolls, crated, or in cases, any quantity	6	
N. O. S., L. C. L.	4	
N. O. S., C. L.	5	
Asbestos Rock; same as Iron special.		
Ashes, Cotton seed; same as Meals and Hulls, Cotton-seed; see Fertilizers.		
Ashes, Wood, see Fertilizers.		
Asphaltum, packed, L. C. L.	6	
Same, C. L.	A	
Awning Frames and Fixtures; see Iron and Steel Articles.		
Awnings, Vehicles; see Vehicle Materials.		
Axes	4	
Axles, Car, Carriage and Wagon; see Iron and Steel Articles.		
B		
Babbitt Metal, viz.:		
In Slabs, L. C. L.	4	
Same, C. L.	6	
In boxes, barrels or casks, L. C. L.	5	
Same, C. L.	6	
Backbands, made of Cotton Webbing; see Dry Goods.		
Bacon; see Meats.		
Baggage, Army	1	
Baggage, Personal Effects; see Trunks.		
Bagging, viz.:		
Oil Press		1
In bales, Foreign, weighing 1,800 pounds or over, to be used for baling cotton; same as Bagging in rolls, N. O. S.		
In bales, Old; same as Bagging in rolls, N. O. S.		
In bales, N. O. S.	1	2
In rolls (for covering cotton), composed of Wire, Warp and Asbestos; same as Bagging in rolls, N. O. S.		
In rolls, N. O. S.	A	
Bags, viz.:		
Burlap	6	
Cement, returned by route as passed over when filled	A	
Cotton	5	
Gunny	6	
Paper	6	
Traveling	1	

B	Class.	Class, if Released.
Baking Powders; see Powders.		
Balconies, Portable	1	3
Balls, Base	1	
Balusters; see Woodwork.		
Bananas; see Fruit.		
Barilla	3	
Bark, Ground, in bags	A	
Bark, Tan, in sacks	5	
Bark Extract, for tanning, viz.:		
In glass packed	2	
In wood, L. C. L.	5	
In wood, C. L.	6	
Barley	D	
Barley, Pearl	3	
Barn-door Hangers and Tracks; see Iron and Steel articles.		
Barns, tobacco, complete; same as Houses, portable.		
Barrel Covers; see Covers.		
Barrel material	A	
Barrel Racks and Stands; see Racks.		
Barrels, Empty, viz.:		
Empty, Turpentine, Oil and Whisky, L. C. L.	3	5
Barrels, half-barrels and kegs, Ale and Beer, estimated weights; barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter barrels, 30 pounds; eighth barrels, 20 pounds	E	
Barrels, half-barrels and kegs, N. O. S., L. C. L.	2	
Same, C. L., minimum weight 10,000 pounds	6	
Kegs, N. O. S., in crates	3	
Barrels, Paper, not nested	4 T 1	
Barrels, Paper, nested, packed	2	
Casks, for wine, beer or other liquids, requiring transportation on open cars, minimum weight 5,000 pounds charged for	1	
Barrels, Empty, returned, viz.:		
Barrels, half-barrels and kegs, Ale and Beer, (estimated weights; barrels, 100 pounds; half-barrels, 50 pounds; kegs and quarter barrels, 30 pounds; eighth barrels, 20 pounds); all special rates on beer will apply.		
Mineral Water Barrels, returned by route as passed over when filled, L. C. L.	4	
Same, C. L., minimum weight 10,000 pounds	6	
Vinegar Barrels, returned by route as passed over when filled, prepaid or guaranteed, L. C. L.	4	
Same, C. L., minimum weight 10,000 pounds	6	
Whiskey barrels, returned by route as passed over when filled	H	
N. O. S.; same as Barrels, Empty		
Barrows, furnace charging; see Vehicles.		
Barytes, L. C. L.	6	
Basket material, N. O. S. (not rattan, reed or willow), in bundles, L. C. L.	4	
Same, C. L.	6	
Baskets, viz.:		
Cotton, Folding (wooden rim with burlap body), viz.:		
Set up, not nested, L. C. L.	D 1	
Set up, nested, L. C. L.	1	
Knocked down, packed or in bundles, L. C. L.	5	
Set up or knocked down, packed or in bundles, C. L.	6	
Fruit, berry and vegetable nested and packed solid, either in cases or securely fastened, L. C. L.	2	
Fruit, berry and vegetable, C. L., minimum weight 15,000 pounds	A	
Tobacco, flat, without handles, nested		1
N. O. S., not packed	3 T 1	
N. O. S., packed	D 1	
N. O. S., nested	D 1	
Bath Tubs; see Tubs.		
Bats, Base Ball, L. C. L.	3	
Same, C. L.	5	
Batteries, Electric Storage; see Electric Batteries.		
Battery Jars; see Glass and Glassware.		
Battery Zincs; see Zincs.		
Batting, Cotton, viz.:		
Pressed in bales	4	
Packed and covered; same as in bales.		
N. O. S.	2	
Beams; see Machinery, Cotton and Woolen.		
Beans, viz.:		
Tonqua, in boxes or barrels	1	
N. O. S., in boxes	2	
N. O. S., in barrels and sacks	5	
Bed Cord; see Rope.		
Bed Fasteners; see Iron and Steel articles.		
Beds and Bedsteads; see Furniture.		

B	Class.	Class, if Released.
Beef; see Meats.		
Beef Extract; see Extracts.		
Beer; same as Ale.		
Beer Tonic, in glass, packed, securely wired, sealed or locked, L. C. L.	2	4
Same, C. L., minimum weight 20,000 pounds	4	E
Bee Comb, bee-comb foundation, boxed or crated		3
Bee Hives, Empty, set up	1	
Bee Hives, knocked down, crated	6	
Bee Smokers, boxed	1	
Beeswax; see Wax.		
Bees, in hives (man in charge passed free going, but must pay full fare returning), C. L., minimum weight 20,000 pounds		4
Bees, in hives, L. C. L., not taken.		
Beets; see Vegetables.		
Bellows	1	
Bells, bell metal or brass	1	
Bells, Iron; see Iron and Steel articles.		
Belt Dressing; see Dressing.		
Belting, viz.:		
Chain; see Iron and Steel articles.		
Cotton, in rolls or boxed or crated	4	
Leather	2	
Rubber	3	
Benzine; see Oil, Coal.		
Berries; see Fruit.		
Bicycles; see Vehicles.		
Billiard Tables and Billiard Table Beds; see Furniture.		
Binders; see Agricultural Implements.		
Binders' Boards; see Paper.		
Birds, Stuffed, in boxes	3 T 1	
Biscuit Machines; see Machinery and Machines.		
Bitters; see Liquors.		
Blackboards, Slate; see Slate.		
Blacking, Harness, Shoe and Stove, in glass, packed	3	
Blacking, Harness, Shoe and Stove, except in glass, packed	4	
Black Lead; see Lead.		
Blankets; see Dry Goods, N. O. S.		
Blinds, Venetian, packed in crates and boxes	1	
Blinds, Doors and Frames, N. O. S., L. C. L.	4	
Same, C. L.	6	
Bloc's, viz.:		
Butcher's, Wooden	5	
Collar, Wooden, partly knocked down, detachable parts removed and tied in bundles	2	
Last, Wooden, in the rough, boxed or crated	4	
Pulley; see Machinery and Machines.		
Shuttle, packed, L. C. L.	6	
Same, C. L.	A	
Toy; see Toys.		
Blooms; see iron and steel articles.		
Blowers, Rotary, see Machinery and Machines.		
Bluestone, or Blue Vitriol dry, in barrels or casks	6	
Bluestone, or Blue Vitriol, N. O. S., in barrels or casks	5	
Bluing, viz.:		
Dry, packed	1	
Liquid, in glass, packed	1	2
Liquid, in wood	4	
Boards, Ironing; see Ironing Boards.		
Boats (see Rule 23), viz.:		
Common, Wooden, L. C. L.		D 1
Common, Wooden, when flat cars are required, C. L.		5
Racing		4 T 1
Row, when loaded in box cars, L. C. L.	4 T 1	
Row, when flat car is required, minimum weight 10,000 pounds		2
Row, when two flat cars are required, minimum weight 10,000 pounds to each car		2
Row, C. L., minimum weight 20,000 pounds		3
Steam Yachts, minimum weight 10,000 pounds	2	
Bobbins; see Machinery, Cotton and Woolen.		
Rodies, Vehicle; see Vehicle materials.		
Boiler Compounds	3	4
Boiler Flues; see Flues.		
Boilers, Bath and Range	1	
Boilers, N. O. S.; see Machinery and Machines.		
Bolts; see iron and steel articles.		
Bon-bons, Soda; same as Confectionery.		
Boneblack	3	
Bones and Bone Dust; see Fertilizers.		
Bones, Rags, Scrap Iron, C. L., mixed, not less than 20,000 lbs. charged for,	A	

B	Class.	Class, if Released.
Bonnets; same as Dry Goods, N. O. S.		
Book Cases; see Furniture.		
Books	1	
Booths, viz.:		
Police, Sheet Iron; see iron and steel articles.		
Pop-corn; same as Houses, Portable.		
Voting, Iron or Steel; see iron and steel articles.		
Boots and Shoes	1	
Borax, packed	4	
Bottle Covers; see Covers.		
Bottle Racks; see Racks.		
Bottles; see Glass and Glassware.		
Bottling Apparatus; see Machinery and Machines.		
Bows; see Vehicle Materials.		
Box Material, viz.:		
Cigar, knocked down flat, crated or in bundles, strapped, owner's risk of wet, warping or splitting, L. C. L.	3	
Same, C. L.	5	
N. O. S.	A	
Box-logs, Wagon; see iron and steel articles.		
Box Straps; see iron and steel articles.		
Boxes, Empty, viz.:		
Annealing, L. C. L.	3	
Same, C. L.	5	
Berry and Vegetable Crates, knocked down and folded, L. C. L.	2	
Same, C. L., minimum weight 15,000 pounds.	A	
Cigar, packed, L. C. L.	D 1	
Egg Cases, L. C. L.	1	
Fruit, N. O. S., L. C. L.	1	
Gas Purifier; see Gas Purifier Boxes.		
Match, Wooden, L. C. L.	2	
Orange, Cylindrical, L. C. L.	1 1/2	
Same, C. L., minimum weight 15,000 pounds.	6	
Paper, not nested, packed, L. C. L.	3 T 1	
Paper, nested and packed in boxes, barrels or crates, L. C. L.	2	
Paper, Folding, knocked down, packed, L. C. L.	2	
Paper, packed, C. L., minimum weight 15,000 pounds.	4	
Postoffice, Letter.	2	
Spindle (used in shipping spindles): same as Boxes, N. O. S.		
Tobacco, L. C. L.	1	
N. O. S., L. C. L.	1	
N. O. S., C. L., minimum weight 15,000 pounds.	A	
Boxes, Empty, returned, viz.:		
Ale, Beer, Porter and Soda-water, returned with Empty Bottles	4	E
NOTE.—All special rates on Beer will also apply on shipments of beer packages, empty, returned, any quantity.		
Cracker, Biscuit or Bread Boxes, Cases (or Cans in Cases), L. C. L.	4	
Same, C. L., minimum weight, 15,000 pounds.	5	
Meat Boxes returned in refrigerator cars in which originally forwarded and by same route as passed over when filled (to be considered part of the equipment of the refrigerator car in which originally forwarded)		B
Refrigerator Boxes, L. C. L.	4	
Same, C. L., minimum weight, 15,000 pounds.	5	
N. O. S.; same as Boxes, Empty.		
Boxes, Vehicle, iron; see Iron and Steel Articles.		
Brackets, Insulator; see Telegraph.		
Brake Beams, Ratchets and Shoes; see Iron and Steel Articles.		
Brake Equipment, Air, Steam and Electric Car, N. O. S., packed, L. C. L.	3	
Same, C. L.	4	
Brakes, Wagon; see Iron and Steel Articles.		
Bran; see Mill-stuff.		
Brandy; see Liquors.		
Brass, viz.:		
In Ingots	2	
Scrap, Loose	2	
Scrap, packed	5	
N. O. S., in boxes, barrels or casks	2	
Brass Bearings, in boxes, barrels or casks	2	
Brass Pipe; see Pipe.		
Brass Vessels, in boxes, barrels or casks	2	
Bread, St. John's, in boxes or barrels	1	
Bread, N. O. S.	3	
Brewers' Shavings or Chips; see Shavings.		
Brick, to be charged for at actual weight, viz.:		
Bath	5	
Common, C. L.	P	
Common, L. C. L., 20 per cent. higher than C. L. rate.		
Enameled, in barrels or boxes, L. C. L.	4	

B	Class.	Class, if Released.
Brick—Continued.		
Enameled, in barrels, boxes, or in bulk, C. L.	A	
Fire, L. C. L.	6	
Fire, C. L., 20,000 pounds	O	
Vitrified, L. C. L.; same as Fire Brick, L. C. L.		
Vitrified, C. L.; same as Fire Brick, C. L.		
Brick-drying Shelves, L. C. L.	4	
Same, C. L.	6	
Brick Machines; see Machinery and Machines.		
Brick Trays, wooden, L. C. L.	4	
Same, C. L.	6	
Brick Trucks; see Vehicles.		
Brimstone, viz.:		
In boxes, L. C. L.	1	
In barrels, L. C. L.	5	
In car-loads	6	
Bristles	1	
Britannia Ware	1	
Broom Corn, compressed, L. C. L.	3	
Broom Corn, C. L., minimum weight, 20,000 pounds.	6	
Broom Corn and Broom-handles, mixed, C. L., minimum weight, 20,000 pounds	6	
Brooms, L. C. L.	1	
Brooms, C. L., minimum weight, 20,000 pounds	2	
Brushes, made of Palmetto or other soft woods, unfinished	1	
Brushes, N. O. S.	1	
Buckets, viz.:		
Coal, L. C. L.	1	
Coal, C. L., minimum weight, 20,000 pounds	4	5
Elevator, Pressed, steel or iron; see Iron and Steel Articles.		
Elevator, N. O. S., in packages, owners' risk of wet and rust, L. C. L.		1
Same, C. L.		5
Ore, iron or steel; see Iron and Steel Articles.		
Well	3	
N. O. S., wooden; same as Wooden-ware.		
Buckles, Cotton-tie; see Cotton-tie Buckles.		
Buckles, Turn, iron; see Iron and Steel Articles.		
Buckwheat Flour; see Flour, Buckwheat.		
Buffalo Robes; see Robes.		
Buggies; see Vehicles.		
Building Material, wood, mixed, car-loads		
Bullets; same as Shot.		O
Bungs, packed in barrels, L. C. L.	3	
Same, C. L.	A	
Bureaus; see Furniture.		
Burial Cases, see Coffins.		
Burlaps (not Burlap Bags, for which see Bags)	A	
Burr Blocks; same as Millstones.		
Butchers' Blocks; see Blocks.		
Butchers' Skewers; see Skewers.		
Butter, viz.:		
In cans, boxed or crated	1	3
In cans, N. O. S.	1	2
In kegs, buckets, firkins, pails and tubs	1	3
In refrigerator cars, packed	1	2
Fruit; see Preserves.		
Butter Dishes, wooden; see Plates.		
Butter Moulds, wooden, see Moulds.		
Butterine and Oleomargarine, same as Butter.		
C		
Cabbage; see Vegetables.		
Cabinets, Printers'; see Printers' Cabinets.		
Cabinet-ware, see Furniture.		
Cable, Telegraph or Telephone, enclosed in lead pipe, in coils or reels, boxed or crated, or in casks, L. C. L.	2	3
Same, C. L.	3	4
Cable Reels; see Reels.		
Cages, Bird, boxed	3 T 1	
Same, knocked down, nested and packed	D 1	
Cake, viz.:		
Cotton-seed Oil; same as Cotton-seed Meal; see Fertilizers.		
Nitro, L. C. L.	5	
Nitro, C. L.; see Fertilizers.		
Salt, L. C. L.	5	
Salt, C. L.; see Fertilizers.		
Calicake	5	
Calicoes; see Dry Goods.		
Cambrics; see Dry Goods.		
Camphene	1½	1
Camphor	1	

C	Class.	Class, if Released.
Candles, boxed	4	
Candy; see Confectionery.		
Canned Beef and Pork; see Meats.		
Canned Goods, N. O. S., L. C. L.	4	
Same, C. L.	5	
Cannon	1	
Cans, empty, viz.:		
Cracker, Biscuit or Bread, returned; see Boxes, Empty, returned.		
Cotton Mill (parts of); see Machinery, Cotton and Woolen.		
Fruit, Tin, in bulk (ship's option), C. L., minimum weight, 20,000 pounds.		4
Fruit, entirely boxed or crated, L. C. L.		3
Same, C. L., minimum weight, 20,000 pounds		4
Iron, Galvanized; see iron and steel articles.		
Meat, Tin (used for packing meats), when returned	4	
Paint or Oil, entirely boxed or crated, minimum weight, 20,000 pounds.		4
In wooden or metal jackets, boxed or crated, L. C. L.	1	2
Same, C. L., minimum weight 20,000 pounds		4
Cant Hooks	2	
Canton Flannel; see Dry Goods.		
Canvas; see Dry Goods.		
Caps and Hats; same as Dry Goods, N. O. S.		
Caps, Hay and Grain, L. C. L.	3	
Same, C. L., minimum weight 15,000 pounds	6	
Caps, Percussion	1	
Capstans	3	
Carbons, Electric Light, packed, L. C. L.	2	
Same, C. L.	3	
Carboys; see Glass and Glassware.		
Cards, viz.:		
Cotton and Woolen, hand packed; see Machinery, Cotton and Woolen.		
Playing	1	
Show; see Signs.		
Carousals; see Merry-go-Rounds.		
Carpeting, viz.:		
Wood, Unfinished, in bundles, 36 inches long or less, L. C. L.	4	
Same, C. L.	6	
Wood, N. O. S., in bundles, L. C. L.	1	2
Wood, N. O. S., in boxes or crates, L. C. L.	2	3
Wood, N. O. S., C. L.		5
N. O. S., well covered	1	
Carpet Lining	2	
Carriages; see Vehicles.		
Carriers and Hoisters, Hay; see Agricultural Implements.		
Cars, viz.:		
Cane, Coke or Larries; see Vehicles.		
Logging or Mining; see Vehicles.		
Railway; see Railroad Rolling Stock Equipment.		
Street or Tramway; see Vehicles.		
Cartridges, Metallic or Paper	1	
Cartridge Shells, Paper, empty		1
Carts; see Vehicles.		
Cases, viz.:		
Book; see Book Cases.		
Printers'; see Printers' Cases.		
Show; see Show Cases.		
N. O. S.; see Boxes.		
Cash Registers, boxed	D 1	1
Casks, Empty, for wine, beer or other liquids; see Barrels.		
Casks, Iron, for ammonia water, naphtha, etc., returned empty; see iron and steel articles.		
Cassia; same as Pepper.		
Castings, viz.:		
Bronze, N. O. S., owners' risk of breakage	2	
Iron; see iron and steel articles.		
Plaster; see Plaster.		
Castor Pomace, C. L.; see Fertilizers, C. L.		
Catsup, in glass, boxed	1	2
Catsup, in wood	4	
Cattle Guards, Iron; see iron and steel articles.		
Cattle Powders; see Powders.		
Caustic, Soda; see Soda.		
Ceiling, Iron or Steel; see iron and steel articles.		
Cement, viz.:		
Asbestos; see Asbestos products.		
Glue, packed	2	
N. O. S., in sacks, L. C. L.	6	
N. O. S., in barrels, L. C. L.	6	
Cement, in barrels, estimated weight, Portland, 400 pounds; N. O. S., 300 pounds, same as fertilizers		

C	Class.	Class, if Released.
Cement—Continued.		
Same, C. L., special rates.		
Cerealine, L. C. L.; see Food Preparations, cereal.		
Cerealine, in sacks or in bulk, for brewing purposes, shipped direct to breweries, C. L.	D	
Cesspools; see Iron and steel articles.		
Chain, Cotton, Woolen and Hempen; see Dry Goods.		
Chain, Iron; see Iron and Steel Articles.		
Chairs and Chair Stock; see Furniture.		
Chairs, Lawn, iron; see Iron and Steel Articles.		
Chalk, Prepared	1	
Chalk, N. O. S.	5	
Chalk Crayons	4	
Charcoal; same as Coke.		
Checks; see Dry Goods.		
Cheese	4	
Cheese, in refrigerator cars	1	3
Cheese Safes or Covers; see Furniture.		
Chestnuts; see Nuts.		
Chests, viz.:		
Cedar; same as Trunks.		
Commissary	1	
Ice; see Furniture.		
Cheviots; see Dry Goods.		
Chicory	4	
Chimogene; same as Oil, Coal.		
China-ware, Common	1	
China ware, Fine	D 1	1
Chips, Brewers; see Shavings.		
Chips, Dyewood; see Dyewood Chips.		
Chloride of Lime; see Lime.		
Chocolate, value limited to 20 cents per pound	3	
Chocolate, N. O. S.	1	
Choppers; see Agricultural Implements.		
Chromos; same as Paintings.		
Chufas, see Nuts.		
Church Furniture; see Furniture.		
Churns, viz.:		
Barrel, set up	D 1	
Barrel, nested, frames taken off and packed in bundles	2	
Completely knocked down and boxed or crated, L. C. L.	1	3
Same, C. L., minimum weight, 20,000 pounds	4	6
N. O. S., not packed	D 1	
N. O. S., packed	2	
Chutes and Tipples, Coal, knocked down, manufactured of iron and wood, L. C. L.	4	5
Same, C. L., minimum weight, 24,000 pounds	5	6
Cider, viz.:		
In glass, packed in boxes, barrels or casks	1	2
Same, prepaid	2	3
In wood	4	5
Same, prepaid	5	6
Cider Preservative, value limited to \$4 per gal., in kegs, casks or barrels	1	
Same, Dry, in boxes, kegs or barrels	3	
Cigar Lighters	1	
Cigar Moulds; see Moulds.		
Cigars and Cigarettes, viz.:		
If not strapped and corded as provided hereafter	3 T 1	
If boxed and strapped, corded and sealed, provided that the cording passes through each and every board and over each and every seam in box	1	
Cisterns, Slate; see Slate Cisterns.		
Citron	2	
Clamps, for Trunks; see Trunk Clamps.		
Clay, viz.:		
Burnishing, packed	5	
China or German, in casks, barrels, tierces or hogsheads, L. C. L.	5	
Same, C. L.	6	
Fire, L. C. L., packed	K	
Fire, C. L., minimum weight, 20,000 pounds	P	
Clay Carts; see Vehicles.		
Clay Pigeons; see Pigeons.		
Clay Pots (empty glass receptacles), C. L.; see Pots.		
Cleaners; see Agricultural Implements.		
Cleats, wooden, small, for securing electric wires, packed, L. C. L.	3	
Same, C. L.	5	
Clocks, boxed	1	
Clock weights, packed	2	
Clothes-line; see Rope.		

C	Class.	Class, if Released.
Clothes-line holders, packed in crates or boxes -----	3	
Clothes-pins; see Pins.		
Clothes-props, mixed with Clothes-pins and Wash-boards, C. L.; see Wash-boards.		
Clothes-props, boxed or crated, L. C. L. -----	4	
Same, C. L. -----	6	
Clothes-wringers. see Wringers.		
Clothing, viz.:		
Card, packed -----	1	
Oiled, in original crates -----	1½	1
Rubber -----	1	
N. O. S.; same as Dry Goods, N. O. S.		
Coal, C. L. -----	L	
Coal and Coke, in boxes, barrels or casks, L. C. L. -----	A	
Coal Tar, in barrels, L. C. L. -----	L	
Same, C. L. -----	K	
Cocoa -----	1	
Cocanuts; see Nuts.		
Codfish; see Fish.		
Coco-Cola; see Syrups.		
Coffee, all shipments to be charged at actual gross weight, viz.:		
Green, single sacks -----	4	
Green, double sacks -----	6	
Ground, in sacks -----	3	
Ground, in boxes or barrels -----	4	
Roasted, in cabinets, crated -----	2	
Roasted, in double sacks -----	3	
Roasted, in boxes or barrels -----	5	
Coffee essence or extract -----	2	
Coffins, viz.:		
NOTE.—Single coffins, boxed, shall be classified as "Coffins, N. O. S.," and not as "Coffins Nested." The classification of "Coffins Nested" shall only apply on shipments of coffins actually nested, i. e., on two or more coffins shipped in the same package, the smaller coffins being packed inside the larger ones.		
Metallic -----	2	
Nested -----	2	
N. O. S. -----	1½	
Coke; 20 per cent. higher than Coal.		
Collars, Horse; see Saddlery.		
Collars, Paper, packed; see Paper Collars.		
Cologne; see Perfumery.		
Comforts; see Quilts.		
Compounds, Boiler; see Boiler Compounds.		
Compounds, Washing; see Washing Compounds.		
Condensers; see Agricultural Implements.		
Conductors or Down Spouts or Leaders, of galvanized iron or tin, viz.:		
Not nested -----	1½	
Nested or crated -----	2	
Conduits, insulating; see Electric Conduits.		
Confectionery, viz.:		
Candy, value limited to 20 cents per pound and so expressed in bill of lading (see Rule 6) -----	3	4
Candy, value limited to 6 cents per pound and so expressed in bill of lading -----	4	5
N. O. S. -----	1	
Contractors' Supplies (Railroad), such as Carts, Wheelbarrows, Tacker, Tools, etc., mixed, C. L. -----	N	
Conveyors, Grain; see Machinery and Machines.		
Coolers, Water; see Filters.		
Cooling-room Material; see Furniture.		
Coopers' Flags -----	1	
Coops, Chicken -----	1½	
Copal; see Gum.		
Copings, Slate; see Slate Copings.		
Copper, viz.:		
In boxes, barrels or casks -----	2	
In Ingots and Pigs -----	4	
Scrap, loose -----	2	
Scrap, packed -----	5	
Copper and Zinc Composition; see Yellow Metal.		
Copper Bottoms, Plates, Sheets, Bolts and Rods -----	2	
Copper Cornices; see Cornices.		
Copper Mats, L. C. L. -----	4	
Same, C. L. -----	6	
Copper Pipe; see Pipe.		
Copper Stills; see Stills.		
Copper Vessels, in boxes, barrels or casks -----	2	
Copperas, in barrels or casks -----	6	

C	Class.	Class, if Released.
Copperas, N. O. S.	4	
Copying Presses; see Presses.		
Cordage	3	
Cork	1	
Corn, viz.:		
Broom; see Broom Corn.		
Popcorn, in boxes	2	
Popcorn, in barrels or sacks	5	
Seed; see Seed.		
N. O. S.	D	
Corn Flour; see Flour.		
Corn Poppers, rotary		D 1
Cornices, viz.:		
Sheet iron, galvanized iron, sheet copper and sheet zinc, boxed, crated or loose, L. C. L.	3 T 1	D 1
Same, C. L., minimum weight, 10,000 pounds	1½	1
Wooden, for windows, doors or inside finish; see Wood-work.		
Wooden, for outside finish; same as Mouldings for Building Purposes.		
Corsets	1	
Corundum, Crude, viz.:		
In casks, barrels or sacks, value limited to 4 cents per pound.		
L. C. L.; same as Emery.		
Same, C. L.: same as Iron, special.		
Cotosuet (compound of Beef Suet and Cotton-seed Oil)		B
Cots; see Furniture.		
Cotolene (compound of Lard and Cotton-seed Oil), packed in cases, tubs, half-barrels, barrels or tierces		B
Cotton, viz.:		
NOTE.—The free transportation of Cotton Samples in baggage cars is prohibited, whether accompanied by owners as passengers on trains or otherwise.		
Burnt; shipments of Burnt Cotton are accepted at original weight, and cotton rates applied—500 pounds to be the average weight per bale when original weights cannot be obtained.		
Dyed, in bales, when shipped between points not covered by authorized Cotton Tariffs	4	
Dyed, in bales, when shipped between points covered by authorized Cotton Tariffs, 10 cents per 100 pounds higher than Cotton Tariff rates.		
Unginned, packed in bags, less than 2,000 pounds, L. C. L.	2	
Unginned, packed in bags, 2,000 pounds and over, L. C. L.	5	
Unginned, packed in bags, C. L., minimum weight, 20,000 pounds.	6	
N. O. S., in bales; see special rates.		
Cotton Choppers; see Agricultural Implements.		
Cotton Duck; see Dry Goods.		
Cotton Gause, Plain or Medicated; Cotton Bandages, Plain and Medicated, for surgical purposes, and shipped by or to dealers in medical or surgical supplies, packed in boxes or bales	1	
Cotton Gins, Feeders and Condensers; see Agricultural Implements.		
Cotton Goods; see Dry Goods.		
Cotton Sack Material; see Dry Goods.		
Cotton-seed Foots; see Foots.		
Cotton-seed Hulls, pressed in bales or sacks, L. C. L.		D
Cotton-seed Meal, Ashes and Oil Cake; see Fertilizers.		
Cotton-seed Meats; see Meats, Cotton-seed.		
Cotton Shirts, Drawers and Overalls, unlaundried; same as Dry Goods, N. O. S.		
Cotton Softener; see Softener.		
Cotton Sweepings, Motes, Waste, Re-gins and Linters, in bales, with privilege to carrier of compressing, value limited to two cents per pound.	6	
Cotton Sweepings, Motes and Waste, N. O. S.	2	
Cotton Re-gins and Linters, N. O. S.; same as Cotton.		
Cotton Ties	A	
Cotton Tie Buckles, in boxes	2	
Same in kegs, barrels or casks; same as Cotton Ties.		
Cotton Waste; see Cotton Sweepings.		
Cotton Webbing; see Dry Goods.		
Couplings, Car; see Iron and Steel Articles.		
Covers, viz.:		
Barrel, Wooden, with glass panel inserted, boxed or crated, L. C. L.		1
Bottle, Paper or Straw, packed or pressed in bales, L. C. L.	4	
Bottle, Wooden, packed or pressed in bales, L. C. L.	4	
Same, C. L.	6	
Cheese; see Furniture.		
Man-hole, Iron; see Iron and Steel Articles.		
N. O. S., wooden	1	
Crackers, L. C. L.	4	
Crackers, C. L., minimum weight 15,000 pounds	5	
Cracklings	4	
Cradles, Grain; see Agricultural Implements.		

C	Class.	Class, if Released.
Cranberries; see Fruit.		
Crash; see Dry Goods.		
Crates; see Boxes.		
Crayons, Chalk; see Chalk.		
Creameries, packed or wrapped.....	2	3
Cream Tartar, in boxes or kegs.....	2	
Cream Tartar, in barrels or hogsheads.....	3	
Cribs; see Furniture.		
Crockery; same as Earthenware.		
Croquet Sets, in boxes.....	2	
Cross Arms; see Telegraph Cross Arms.		
Crowbars; see Iron and Steel Articles.		
Crucibles, Earthen or Mineral, packed in barrels, hogsheads or casks.....	3	
Crushers; see Agricultural Implements.		
Crystals, Washing; see Washing Crystals.		
Cultivators; see Agricultural Implements.		
Currants; see Fruit.		
Curtain Rods and Poles; see Furniture.		
Cushions, Furniture; see Furniture.		
Cutch, Extract, in barrels or casks.....	4	5
Cutch, N. O. S.....	4	
Cutlery.....	1	
Cutters, Meat; see Machinery and Machines.		
Cutters, Paper; see Paper Cutters.		
Cutters; see Agricultural Implements.		
Cycloramas; see Scenery.		
Cylinders, viz.: Cotton Mill Machinery, parts of; see Machinery, Cotton and Woolen. Gas, for dental purposes or for calcium lights, when filled with gas, O. R. L.....		1
Same, empty, returned.....	3	
Gas Cylinders or tubes for carbonic acid gas, empty.....	1	
Same, returned by route as passed over when filled.....	4	6
Iron, for holding of acids; see Iron and Steel Articles.		
D		
Dashers, Buggy; see Vehicle Materials.		
Dates; see Fruits.		
Deer, boxed.....	3 T 1	
Deer Heads, set up, boxed or crated.....	D 1	
Deer Tongue; see Tongue.		
Demijohns; see Glass and Glassware.		
Denims; see Dry Goods.		
Dental Goods, L. C. L.....		1
Same, C. L.....		3
Desks; see Furniture.		
Detergent.....	4	
Diggers, Post Hole; see Post Hole Diggers.		
Diggers, Potato; see Agricultural Implements.		
Dioramas, Outfit; see Scenery.		
Dishes, Wooden; see Plates.		
Disinfectants, in glass, packed.....	1	
Disinfectants, in barrels, N. O. S.....	4	
Distributors; see Agricultural Implements.		
Dog Irons; see Iron and Steel Articles.		
Dog Powers; see Agricultural Implements.		
Doors; see Blinds.		
Doors, Iron; see Iron and Steel Articles.		
Double Trees; see Vehicle Materials.		
Dowel Pins; see Pins.		
Down Spouts; see Conductors.		
Drawbars, Iron; see Iron and Steel Articles.		
Drawers, Money, boxed or crated.....	1	
Drays; see Vehicles.		
Dressing, Belt, in glass, packed.....	3	
Dressing, Belt, in wood or in cans, boxed.....	4	
Drills, Cotton; see Dry Goods.		
Drills, Grain; see Agricultural Implements.		
Drive Well Points; see Iron and Steel Articles.		
Drugs; see Medicines.		
Drums, viz.: Carbonic Acid, empty, returned by route as passed over when filled.....	3	5
Iron, for holding of Acids; see Iron and Steel Articles.		
Musical Instruments; see Musical Instruments.		
Toy Drums; see Toys.		

	Class.	Class, if Released.
D		
Dry Goods, viz.:		
Any of the following named articles (taken only at actual weights), made <i>wholly of cotton</i> , when specific name of article and name of shipper are plainly marked on outside of packages, and stated in shipping receipt or bill of lading (marking or describing packages as containing "Cotton Piece Goods" will not be sufficient), in bales, owner's risk of chafing, or in boxes, viz.:		
Backbands, made of cotton webbing,		
Calicoes,		
Cambries, glazed,		
Can ton Flannels, plain or dyed,		
Canvas,		
Cottonades,		
Checks, Domestic,		
Cheviots, Domestic		
Crash, Linen or Cotton,		
Denims,		
Drills,		
Duck,		
Ginghams, Domes-		
tic,		
*Jeans,		
*Jeans, Corset,		
Kerseys,		
Osnaburgs,		
Plaids,		
Prints,		
Rope,		
Sack Material,		
Sheetings, bleached		
or brown,		
Shirting,		
Stripes, Domestic,		
Teazle Cloth,		
Tickings,		
Twine,		
Warp,		
Webbing, Backband,		
Yarn.		
*Agents, when making bills of lading or way-bills for shipments of Jeans must always specify whether Cotton or Woolen Jeans.		
Same unless conditions above named are complied with; same as Dry Goods, N. O. S.		
Knitting Factory Products, made wholly of cotton, when specific name of article and name of shipper are plainly marked on the outside of packages and stated in shipping receipt or bill of lading (marking or describing packages as "Knitting Factory Products" will not be sufficient), when shipped from or to factories in Association territory—		
Same, unless conditions above named are complied with; same as Dry Goods, N. O. S.		
Mixed Cotton and Woolen Goods; same as Woolen Goods.		
Mixed, viz.: Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein.		
Muslins, Cheap		
Yarns, N. O. S.		
Webbing, Cotton, N. O. S.		
Window Hollands and Shade Cloth		
Woolen Goods		
In trunks, not corded or wrapped		
In trunks, corded or wrapped		
N. O. S. (including all Dry Goods not specifically named), in bales, owner's risk of chafing, or in boxes or cases		
Duck, Cotton; see Dry Goods.		
Dusters, Feather, in boxes		
Dusters; see Agricultural Implements.		
Dye Stuffs, viz.:		
Dry, in boxes		
Dry, N. O. S., in barrels		
Liquid, N. O. S., in barrels		
Dye-woods, in boxes or barrels		
Dye-woods, in stick		
Dye-wood Chips, in bags		
Dynamite and Dynamite Forcite; see Explosives.		
Dynamos; see Machinery and Machines.		
E		
Earth, Fullers', in barrels or casks		
Earthen Glass House Pots; see Pots.		
Earthen-ware, Jug-ware or Stone-ware, viz.:		
In boxes or barrels		
In casks or tierces		
In crates or hogsheds		
Loose, L. C. L.		
Loose, C. L.		
Easels; see Furniture.		
Egg-case Fillers; see Fillers.		
Egg-cases and Crates; see Boxes.		
Eggs, packed		
Electric Batteries, Storage, L. C. L.		
Same, C. L.		
Electric Cleats, for securing Electric Wires; see Cleats.		
Electric Conduits, insulating, tarred felt or paper, in bundles, crates or boxes, L. C. L.		
Same, C. L.		
Electric Dynamos; see Machinery and Machines.		
Electric Instruments and Fixtures; N. O. S., boxed		
Electric Light Carbons; see Carbons.		

E	Class.	Class, if Released.
Electric Light Globes or Bulbs; see Glass and Glass-ware.		
Electric Light Hoods, iron, nested, in packages	2	
Electric Meters; see Meters.		
Electric Motors; see Machinery and Machines.		
Electric Motor Trucks; see Trucks.		
Elevator Buckets; see Buckets.		
Elevators, Cotton; see Agricultural Implements.		
Elevators, N. O. S.	1	
Embalming Fluid, in glass or jugs, packed		1
Same, in barrels or kegs		4
Emery, value limited to 4 cents per pound (see Rule 6)	3	
Emery, N. O. S.	2	
Emery Wheels, packed	3	
Engines; see Machinery and Machines.		
Envelopes, packed	2	
Equipage, Military, Camp, Garrison and Horse	1	
Essences; see Extracts.		
Evaporators; see Agricultural Implements.		
Excelsior, pressed in bales, L. C. L.	5	
Same, C. L., minimum weight, 20,000 pounds	D	
Exhibitors; see Wire Work.		
Explosives, viz.:		
Gun Cotton	D 1	
Nitro glycerine, not taken except by special agreement by lines interest'd.		
Powder, Common, Black, L. C. L.	D 1	
Same, C. L., minimum weight 10,000 pounds	1	
All other explosives, L. C. L.	D 1	
Same, C. L., minimum weight 20,000 pounds	1	
Rules governing transportation of explosives:		
High explosives, such as atlas, hercules, giant, dittmar, commercial, aetna, hecla and other nitro-glycerine powders will be received for shipment only under the following conditions:		
FIRST.—Shipments to be packed in strong boxes, not too large to be readily handled by one person, and each package to be plainly marked "Explosive," "Dangerous," on top and on one side or on one end.		
SECOND.—It is understood that in these articles the nitro-glycerine is thoroughly absorbed in charcoal, sawdust, infusorial earth, wood fibre, carbonate of magnesia, or other similar substances, and that the amount of the nitro-glycerine is such that the temperature on the hottest summer day will not occasion any leakage; also that the powder formed by that absorbent material and the nitro-glycerine is always made up into cartridges and never put into the boxes in bulk. Should any package show outward signs of any oily stain, or other indication that absorption is not perfect, or that the amount of nitro-glycerine is greater than the absorbent can carry, the packages must be refused in every instance, and must not be allowed to remain on the property of the carrier.		
THIRD.—Nitrate or other explosive preparations not in accordance with above specifications (except ordinary black powder) will in no case be received for shipment.		
FOURTH.—Shipments must be so loaded that boxes will lie bottom side down, it being understood that the cartridges are so placed in the boxes that they will lie on their sides and never on their ends when so loaded. The boxes must be so placed in car that they cannot fall to the floor under any circumstances.		
FIFTH.—Shipments of common black powder may be received if packed in good, substantial iron or wooden kegs, packages not to exceed one hundred and fifty pounds in weight, unless for export, when larger packages will be received.		
SIXTH.—In no case will percussion caps, exploders, safety squibs, fulminators, friction matches, or any other article of like nature be loaded in same car with any of the above explosives. There cannot be too great care exercised in this matter.		
SEVENTH.—Safety-fuse will be received for shipment at any time it is offered, and the restrictions in regard to shipping powder do not apply to it.		
EIGHTH.—As special powder cars are not in general service among roads of this Association, agents must know that none of the above explosive substances are loaded at their stations in old cars, having loose boards or cracks in the roof or sides. Cars for carrying these explosives must be first-class in every respect; must be tight everywhere, and must have doors that can be closely shut, leaving no cracks for sparks to get in. When explosives are carried in full car loads, the doors must be stripped, except when the cars are equipped with the new Wagner car doors, which must never be stripped. Agents must refuse to receive from connecting lines cars loaded with explo-		

E	Class.	Class, if Released.
sives, unless the requirements of this section have been complied with.		
NINTH.—Every car containing any of the above explosive substances, either full car load or small package must be plainly marked on both sides "Powder—Handle Carefully," so that those having charge of it will not do anything ignorantly to incur danger. This should be done by the shipper of full car loads, and by the agent when packages are loaded in car at his station. Cars containing explosives received from connecting lines, if not marked when received, must be marked by the agent at the connecting point. Agents will be held strictly responsible that no car containing explosives leaves their stations until it is properly marked.		
TENTH.—Agents must notify Conductors whenever a car containing explosives is to be taken from their stations; and Conductors must not take from any station or siding any car known to contain explosive substance unless Rules Eight and Nine have been complied with, and such cars must be placed in their train as near the middle as possible.		
ELEVENTH.—Agents should notify all the shippers in their neighborhood of these requirements.		
TWELFTH.—The law provides heavy penalties, both to shippers and common carriers, for a violation of these rules, and agents and shippers should be careful to see that such shipments are put up, marked, and forwarded only under their proper names and in accordance with these provisions.		
Extinguishers, Fire, Hand, glass or grenade, packed.....	D 1 ¹ / ₂	1
Extinguishers, Fire, on wheels.....	D 1	1 ¹ / ₂
Extract of Beef, viz.:		
Packed in glass or earthenware.....		2
In cans, boxed.....		3
In bulk, in barrels.....		3
Extracts; see BARK, Coffee, Indigo, Logwood and Malt.		
Extracts and Essences, N. O. S.....	1	
F		
Facings, Coal and Iron, in barrels or sacks, L. C. L.....	6	
Same, C. L.....	A	
Fans, viz.:		
Exhaust; see Machinery.		
Palm Leaf, pressed.....	1	
Wheat; see Agricultural Implements.		
N. O. S., in boxes.....	D 1	
Farina.....	2	
Faucets, boxed.....	2	
Feather Renovators; see Agricultural Implements.		
Feathers.....	D 1	
Feeders; see Agricultural Implements.		
Felloes; see Vehicle Materials.		
Felt, Building; see Asbestos Products.		
Felt Pipe Covering, Asbestos; see Asbestos Products.		
Felt Roofing; see Roofing.		
Fence, Wire and Wood (combination).....	5	
Fence Machines; see Machinery and Machines.		
Fencing; see Iron and Steel Articles.		
Fertilizers, C. L. (ship's option), including also:		
Ashes, Cotton-seed, C. L.	barrels or casks (not taken when in bulk), C. L. Meal, Cotton-seed, C. L. Meal, Gluten, when shipped to fertilizer manufacturers, C. L. Meal, Linseed, and Linseed Oil Meal, C. L. Plaster, Land, C. L. Rice Bran and Chaff, C. L. Soda, Nitrate, C. L. Tobacco Sweepings, in bags, bales, barrels or casks for fertilizer purposes, so certified on bill of lading or shipping receipt, value limited to \$10.00 per ton, and so expressed in bill of lading (see Rule 6), C. L.	See Special Rates.
Ashes, Wood, C. L.		
Bones and Bone Dust, p'k'd		
in barrels or casks (not		
taken in bags), C. L.		
Cake, Cotton-seed Oil, C. L.		
Cake, Nitre, C. L.		
Cake, Salt, C. L.		
Castor Pomace, C. L.		
Glucose Refuse, when		
shipped to fertilizer manu-		
facturers, C. L.		
Guano, C. L.		
Gypsum Land Plaster, C. L.		
Hulls, Cotton-seed, in bags,		
barrels or casks (not taken		
when in bulk), C. L.		
Lime, Acetate, C. L.		
Marl, Green, Sand, in bags,		

F	Class.	Class, if Released.
Fertilizers, L. C. L., including also:		
Ashes, Cotton-seed, L. C. L. when in bulk), L. C. L.		
Ashes, Wood, L. C. L.		
Bones and Bone Dust, p'k'd in barrels or casks (not taken in bags), L. C. L.		
Cake, Cotton-seed Oil, L. C. L.		
Guano, L. C. L.		
Gypsum, Land Plaster, L. C. L.		
Hulls, Cotton-seed, in bags, barrels or casks (not taken when in bulk), L. C. L.		
Marl, Green Sand, in bags, barrels or casks (not taken)		
Fiberoid, Indurated, in packages, L. C. L.	4	5
Fibre, viz.:		
Cotton Seed, pressed in bales, L. C. L.	6	
Same, C. L., minimum weight 24,000 pounds.	A	
Palmetto, pressed in bales	6	
Pine; same as Excelsior.		
Fibreware, Indurated: same as Woodenware.		
Fifth Wheels; see Vehicle Materials.		
Figs; see Fruit.		
Figures; see Images.		
Files or Rasps, iron or steel, boxed	2	
Filing Cabinets; see Furniture.		
Fillers, Egg Case, of straw board or wood, knocked down flat, packed in cases, L. C. L.	4	
Same, C. L., minimum weight 24,000 pounds	A	
Filters, viz.:		
Mechanical, Iron, owners' risk of breakage, L. C. L.	3	
Same, C. L.	6	
Of Tripoli or Broken Stone, boxed or crated, L. C. L.	3	
Same, C. L., minimum weight 24,000 pounds	4	4
Water Filters and Coolers, boxed or securely crated	1	5
Findings, Shoe	1	
Fire Arms	1	
Fire Crackers and Fireworks, packed (so marked, ship's option)	1	
Fire Department Apparatus, Water Towers; see Towers.		
Fire Extinguishers; see Extinguishers.		
Fire Kindling; see Kindling.		
Fire Plugs; see Iron and Steel Articles.		
Firkins; see Tubs.		
Fish, viz.:		
In cans, boxed, L. C. L.	4	
Same, C. L.	5	
Dry Salted, in bundles	1	
Dry Salted, packed, N. O. S.	5	
Dry Salted, in boxes, value limited to 5 cents per pound	6	
Fresh, packed, prepaid, L. C. L.		1
Fresh, packed, collect, freight guaranteed by shipper, L. C. L.		1
Fresh, at owner's risk, in refrigerator cars, C. L., minimum weight 24,000 pounds, 5 cents per hundred pounds higher than Class B.		
Pickled or salted, in barrels, half barrels, kegs or kits	3	6
Smoked, in boxes	2	
Stuffed	3 T 1	
Fish Bars; see Iron and Steel Articles.		
Fishing Rods	D 1	
Fishing Tackle, boxed	1	
Fittings, Iron Pipe; see Iron and Steel Articles.		
Fixtures, viz.:		
Awning, Iron; see Iron and Steel Articles.		
Bank, Store, etc.; see Furniture.		
Gas, packed	1	2
Grate; see Grate Fixtures.		
Grindstone, Iron; see Iron and Steel Articles.		
Lightning Rod; see Lightning Rod Fixtures.		
Tobacco; see Machinery.		
Flags, Coopers; see Coopers Flags.		
Flanges, Wheel; see Iron and Steel Articles.		
Flasks, viz.:		
Moulders and Pipe, Iron; see Iron and Steel Articles.		
Moulders, Wood, L. C. L.	4	
Same, C. L.	6	
Flax, pressed in bales	3	
Flax Seed; see Seed.		
Flint, Ground, in barrels, casks, kegs or bags	4	6

20 per cent. higher than fertilizers, C. L.

F	Class.	Class, if Released.
Flour, viz.:		
Buckwheat.....	6	
Corn; same as Corn Starch.....		
Potato, actual weight.....	5	
Rice; see Rice Flour.....		
Self-raising, in packages.....	C	
N. O. S., in barrels, estimated weight per barrel 200 pounds.....	F	
N. O. S., in sacks, owner's risk of wet and waste, estimated weight in one-half-barrel sacks, 98 pounds; in one-fourth barrel sacks, 49 pounds; in one-eighth-barrel sacks, 24½ pounds; except that when actual weight is clearly shown to be less, only actual weight is to be charged for, shipments of flour in any except usual size sacks as named above, in all cases to be charged for at actual weight. Bills of lading and way bills must show number of sacks of each weight contained in shipment.....		C
Flues, viz.:		
Copper and Brass, boxed.....	2	
Iron; see Iron and Steel Articles.....		
Lint; see Agricultural Implements.....		
Tobacco, Sheet Iron; see Iron and Steel Articles.....		
Flue Linings, Earthen, packed, L. C. L.....	4	
Same, packed or loose, C. L.....	4	A
Fluid, Marking, in wood; see Ink.....		
Fluor Spar, L. C. L.....	6	
Fodder; see Hay.....		
Foil, Tin; see Tin Foil.....		
Food, for Animals, viz.:		
Cooked, dry, in boxes, barrels or sacks.....	D	
Prepared, N. O. S., in boxes, barrels or sacks, L. C. L.....	4	
Same, C. L.....	6	
Prepared, in glass, boxed, owner's risk of breakage.....	2	
Food Preparations, Cereal, N. O. S., viz.:		
In packages, boxed, L. C. L.....	4	
Same, C. L.....	5	
In bags or sacks, L. C. L.....	4	
Same, C. L.....	5	
In barrels, L. C. L.....	5	
Same, C. L.....	6	
Food Preservative, packed.....	3	
Foot Warmers, Soapstone; see Soapstone.....		
Foots, Cotton-seed, in barrels (residuum of cotton-seed oil refinings).....	6	
Forges, Portable.....	3	
Forgings; see Iron and Steel Articles.....		
Forks; see Agricultural Implements.....		
Fountains, Soda, fully boxed (not taken unless fully boxed).....	3 T 1	1
Fowls; see Poultry.....		
Frames, viz.:		
Awning and Shade, Iron; see Iron and Steel Articles.....		
Bed; see Furniture.....		
Door and Window; see Blinds.....		
Door and Window Screen, in the white; see Blinds.....		
Door and Window Screen, wood without wire cloth, knocked down, boxed or crated, L. C. L.....	3	
Same, C. L.....	6	
Picture and Mirror; see Furniture.....		
Skylight, wooden, glazed; same as Sash, glazed.....		
Same, unglazed; same as Sash, unglazed.....		
Skylight, N. O. S., crated, glazed.....	3	4
Same, unglazed.....	4	5
Freezers, Ice Cream.....	1	3
Frogs, Railroad; see Iron and Steel Articles.....		
Fruit, Canned, viz.:		
In glass, packed.....	1	2
In cans, boxed, N. O. S., L. C. L.....	4	
Same, C. L.....	5	
Fruit, Dried, viz.:		
Apples.....	4	
Apples, C. L., 24,000 pounds.....		6
Berries, N. O. S.....	4	
Currants.....	2	3
Dates.....	1	
Figs.....	1	
Peaches.....	4	
Pears; same as Apples.....		
Prunes, in boxes or kegs.....	1	
Prunes, in barrels or casks.....	3	
Raisins.....	4	
N. O. S.....	3	
Fruit, C. L., 24,000 pounds.....		6

F	Class.	Class, if Released.
Fruit, Green, viz.:		
Apples, in boxes, L. C. L.; same as Fruit, Green, N. O. S., prepaid or guaranteed.		
Apples, in barrels, actual weight, L. C. L.	3	6
Apples—mixed car loads of Apples, Beets, Cabbage, Onions, Potatoes and Turnips may be taken at the same rate as straight car loads of either article.		
Apples, in barrels, crates, boxes or in bulk		6
Bananas, packed, prepaid or guaranteed, L. C. L.		2
Bananas, loose, C. L., minimum weight, 20,000 pounds		3
NOTE.—Lines are authorized at their option to pass banana messengers for the purpose of looking after the proper ventilation of cars, and otherwise caring for shipments, said messengers to be returned free on passenger trains within three days after arrival of fruit at destination. Messengers must not be passed with L. C. L. shipments, and not more than one messenger with one single consignment from one consignor to one consignee, and free transportation will only be given to messengers actually in charge of banana shipments, and will not be allowed on account of fruits and vegetables of any other description.		
Berries, N. O. S., prepaid		1
Cranberries	3	
Grapes, prepaid, L. C. L.		1
Grapes, C. L.	1	3
Grapes, in casks or barrels, for wine purposes, L. C. L.		5
Same, C. L.		6
Lemons	1	2
Oranges, packed in cylindrical orange boxes, 20 per cent. higher than rate charged for Oranges packed in boxes of standard size and shape.		
Oranges, N. O. S.	1	2
NOTE.—When Oranges are transferred in transit from ventilator to refrigerator cars, any icing charges thereon must be paid by consignee.		
Pears; same as Apples.		
Pineapples, Florida, per standard box of 160 pounds, will take double the commodity rate per standard box of Oranges, where such commodity rates on Oranges exist.		
Pineapples, N. O. S., packed, actual weight, prepaid or guaranteed		2
N. O. S., prepaid or guaranteed	1	2
Fruit Jar Caps and Tops; same as Fruit Jars, Common.		
Fruit Jars; see Glass and Glassware.		
Fruit Juices; see Preserves.		
Fullers' Earth; see Earth, Fullers'.		
Furnaces, viz.:		
Clay, Pail-shaped, loose, L. C. L.		6
Clay, Pail-shaped, released, C. L.; same as Brick, Fire, C. L.		
Evaporator; see Agricultural Implements.		
Heating, not packed		1
Heating, packed		3
Smelting, iron, set up	1	3
Same, knocked down	3	5
Furniture, N. O. S., in the white; same as Finished Furniture.		
Furniture, when manufactured of pine, poplar or other common woods, C. L., viz.:		
Chair Stuff or Stock, N. O. S., parts not joined together, in the white, minimum weight, 20,000 pounds	4	5
Chair Stuff or Stock, N. O. S., parts not joined together, in the rough, minimum weight, 20,000 pounds	5	6
Desks, School, and School Seats, knocked down, minimum weight, 20,000 pounds	4	
Refrigerators and Ice Chests, stained, minimum weight, 15,000 pounds	4	
N. O. S., minimum weight, 15,000 pounds	3	4
Furniture, when manufactured of pine, poplar or other common woods, L. C. L., viz.:		
Bedsteads, Folding, boxed	1	2
Bedsteads, N. O. S., wrapped or crated	2	3
Bed Slats, in bundles or crates	2	3
Bureaus, wrapped or crated	2	3
Chairs, knocked down, in bundles or boxes	3	
Chairs, Cane, Splint or Wood Seat, set up	1½	1
Chair Stuff, knocked down, in bundles or boxes	3	
Cots, set up	1	2
Cots, knocked down or folded	2	3
Cribs, knocked down or folded	2	3
Desks and Seats, School, set up	2	3
Same, knocked down	3	4
Desks, N. O. S., wrapped or crated	1	2
Frames, Bureau Glass, in bundles	1	2
Frames, Lounge, set up	1½	1

F	Class.	Class, if Released.
<i>Furniture—Continued.</i>		
Frames, Lounge, backs taken off.....	1	2
Refrigerators and Ice Chests, stained.....	3	
Safes, Pantry, Meat or Kitchen, set up.....	1½	1
Same, knocked down, packed.....	2	3
Settees; same as Chairs.....		
Slats, Bed; see Bed Slats.....		
Stands, Hall, wrapped or crated.....	2	3
Tables, wrapped or crated, set up.....	1½	1
Tables, knocked down flat.....	2	3
Table Legs, Slides, Leaves and Supports.....	2	3
Wardrobes, wrapped or crated, set up.....	1½	1
Same, knocked down.....	2	3
Wash Stands, wrapped or crated.....	2	3
N. O. S., wrapped or crated, set up.....	1½	1
N. O. S., wrapped or crated or boxed, knocked down.....	2	3
Furniture, when manufactured of mahogany, rosewood, walnut, chestnut or other hard woods, C. L., viz.:		
Chair stuff or stock, N. O. S., parts not joined together, in the white, minimum weight 20,000 pounds.....	4	5
Chair stuff or stock, N. O. S., parts not joined together, in the rough, minimum weight 20,000 pounds.....	5	6
Desks, School or School Seats, knocked down, minimum weight 20,000 pounds.....	4	
Refrigerators and Ice Chests, packed or wrapped, minimum weight 15,000 pounds.....	3	
N. O. S., minimum weight 15,000 pounds.....	2	3
<i>Furniture, when manufactured of mahogany, rosewood, walnut, chestnut or other hard woods, L. C. L., viz.:</i>		
Bedsteads, Folding, boxed.....	1	2
Bedsteads, N. O. S., wrapped or crated.....	1	2
Bureaus, wrapped or crated.....	1	2
Chairs, knocked down, in boxes or bundles.....	3	
Chairs, Cane, splint or wood seat, set up.....	1½	1
Chairs, N. O. S., wrapped or crated, set up.....	1½	1
Chair Stuff, in bundles or boxes, knocked down.....	3	
Church Furniture, wrapped or crated, set up.....		1½
Same, knocked down.....		2
Cots, set up.....	1½	1
Cots, knocked down or folded.....	2	3
Cribs, knocked down or folded.....	1	2
Desks and Seats, School, set up.....	1	2
Same, knocked down.....	2	3
Desks, N. O. S., wrapped or crated.....	1	2
Frames, Bureau Glass, in bundles.....	1	2
Frames, Lounge, set up.....	1½	1
Frames, Lounge, backs taken off.....	1	2
Frames, Parlor.....	1½	1
Frames, Picture or Mirror, in bundles.....	1½	1
Same, in boxes.....	1	2
Lounges, Upholstered, backs taken off.....	1½	1
Racks, Hat, wrapped or crated, set up.....	1½	1
Racks, Hat, knocked down or folded.....	1	2
Refrigerators and Ice Chests, packed or wrapped.....	2	
Settees; same as Chairs.....		
Sideboards, wrapped or crated.....	1½	1
Sofas and Tete-a-Tetes, wrapped or crated.....	1½	1
Sofas, Nedofik, Adjustable; same as Sofas, N. O. S.....		
Stands, Hall, wrapped or crated.....	1	2
Tables, wrapped or crated, set up.....	D 1	1½
Tables, knocked down flat.....	1	2
Table legs, slides, leaves and supports.....	2	3
Wardrobes, wrapped or crated, set up.....	D 1	1½
Same, knocked down.....	1	2
Washstands, wrapped or crated.....	1	2
N. O. S., wrapped or crated, set up.....	D 1	1½
N. O. S., wrapped or crated or boxed, knocked down.....	1	2
<i>Furniture, not included in the foregoing lists, viz.:</i>		
Beds, Spring or Woven Wire.....		
Beds, Spring, C. L., knocked down, minimum weight 15,000 pounds.....	3	4
Bedsteads, Iron or Brass, viz.:		
Set up, L. C. L.....		D 1
Knocked down, L. C. L.....		1
Set up or knocked down, C. L., minimum weight 15,000 pounds.....		3
Book Cases, wrapped or crated.....		1½
Chairs, Bamboo, Rattan, Reed or Willow, set up.....	3 T 1	1
Same, knocked down.....	D 1	

F	Class.	Class, if Released.
Furniture— <i>Continued.</i>		
Chairs of Wood, with rattan, reed or willow seats and filling in back, viz.:		
Not boxed, set up	1½	1
Taken apart, packed in bundles	1	2
Chairs, Barber or Dental, boxed or crated	1½	1
Chairs, Camp or folding seat	1½	1
Chairs, Opera, Iron, packed, knocked down	1½	1
Cushions, Furniture, in bales or cases, owner's risk of chafing	1	
Easels	D 1	1½
Filing Cabinets, boxed or crated (not taken unless boxed or crated)	1	
Filing Cases or Document Boxes, boxed or crated (not taken unless boxed or crated)	D 1	
Fixtures, for fitting banks, stores, offices, etc., of hard or soft woods, polished or finished, with or without mirrors, inserted in panels or openings, to be fitted thereto, knocked down or fully boxed, wrapped or crated (mirrors to be properly boxed)	1½	1
Lounges, Rattan or Willow	1½	1
Marble, Slate, Granite or Stone Slabs, for furniture or mantels; see Marble.		
Mattresses, Hair, Wool, Moss or Spring	1½	
Mattresses, Shuck, Excelsior, Straw or Cotton	3	
Poles and Rods, Curtain, viz.:		
Stained, varnished or otherwise finished, boxed or crated	1	
In the rough, in boxes, crates or bundles, L. C. L.	2	4
Same, C. L.	5	6
In the white	2	
Refrigerators, Metallic, L. C. L.	2	
Same, C. L., minimum weight 15,000 pounds	3	
Refrigerator or Cooling-room material, in complete sets, knocked down, minimum weight 1,500 pounds each	3	4
Safes or Covers, Cheese	1	
Springs, Bed and Furniture, in bundles, wired together	1½	
Springs, Bed and Furniture, compressed and packed in barrels, casks or boxes	3	
Stands or Racks, Music, viz.:		
Bamboo, reed or willow, crated or boxed	D 1	1½
Iron or wood, wrapped, crated or boxed, set up	1½	1
Iron or wood, knocked down flat, wrapped, crated or boxed	2	3
Stands, Revolving, Display, wooden, viz.:		
Boxed or crated, set up	1½	1
Boxed or crated, knocked down, shelves, caps and bases taken off	1	2
Stools, Piano	1	
Tables, Billiard and Billiard Table Beds, boxed	1	
Wall Cases, partly of glass panels	1½	1
Furs, viz.:		
In bags	3 T 1	
In boxes, bundles or trunks, strapped	D 1	
N. O. S., Skins and Peltries; see Skins.		
Fuse	1	
Fustic, Extract, in barrels or casks	4	5
C		
Gambier	4	
Game; same as Poultry.		
Gas, Liquid, Carbonic Acid, in iron tubes and soda-water retorts	2	4
Gas, Purifier, boxes, C. L.	3	5
Gasoline; see Oil.		
Gauges, Steam; see Machinery and Machines.		
Gelatine	1	
Generators, Gas; see Machinery and Machines.		
Gigs; see Vehicles.		
Ginger, Ground, in boxes	2	
Ginger, in bags	3	
Ginger Ale; see Ale.		
Ginghams; see Dry Goods.		
Gins; see Agricultural Implements.		
Ginseng	1	
Glass and Glassware, viz.:		
Battery Jars, in packages, owner's risk of breakage, L. C. L.	2	
Same, C. L.	6	
Bottles, viz.:		
Common, packed, L. C. L.	3	4
Common, packed, C. L.	3	5
Common, in bulk, C. L.		5
Oil, in metal jackets	1	2
Soda-water, Mineral or Aerated Water, Ale, Beer and Porter (glass or earthen-ware), empty, returned to original shipper and point of shipment, packed either in packing cases or otherwise	4	E

C	Class.	Class, if Released.
Glass and Glassware—Continued.		
Carboys, viz.:		
Empty, L. C. L.	D 1	3
Empty, C. L.	3	5
Empty, returned, L. C. L.		4
Empty, returned, C. L., minimum weight, 15,000 pounds		6
Cathedral, viz.:		
Rough, framed or leaded, in packages, owner's risk of breakage, L. C. L.		1
Rolled, comprising all varieties of cast or rolled Colored Glass, not framed or leaded, L. C. L.	2	3
Same, C. L., owner's risk of breakage		4
Colored, Stained, Decorated, Enameled, Ground, Figured or Etched, L. C. L.	1½	1
Same, C. L.	1	2
Chimneys, packed, L. C. L.	3	4
Same, C. L.	3	5
Demijohns, viz.:		
Empty, not packed, L. C. L.	4 T 1	3 T 1
Empty, N. O. S., packed, L. C. L.	D 1	1½
Empty, each enclosed in a separate box or crate, L. C. L.		1
Filled, packed (not packed or boxed, not taken), L. C. L.	D 2	1½
Filled or empty, C. L.	3	5
Electric Light Globes or Bulbs, L. C. L.	2	3
Same, C. L.	3	4
Fruit Jars, common, packed, L. C. L.	2	4
Same, C. L., minimum weight, 24,000 pounds	3	5
Glass, Broken or Cullet, in packages, L. C. L.	5	
Same, C. L.	A	
Glassware, viz.:		
Common, N. O. S., not engraved or etched, L. C. L.	1	2
Same, C. L.	2	3
Fine, engraved or etched	D 1	1
Fine, N. O. S.	D 1	1
Insulators, packed		4
Lanterns, packed	1	
Lantern Globes	2	3
Mirrors, viz.:		
Over 7x12, packed; special contract		
Over 3 feet, not exceeding 7x12, packed	3 T 1	1
Three feet or under, packed	3 T 1	2
Oil Cans, with metal jackets, packed; see Cans, Empty.		
Plate Glass, boxed, viz.:		
Capable of being loaded in box cars, N. O. S., L. C. L.	1½	1
Same, C. L.	1	2
When boxes are of such size as to require flat or gondola cars (see Rule 23), shipments to be received for transportation only when properly loaded and secured by suitable framework firmly attached to cars by shipper, and to be unloaded by consignee or at his expense, C. L., minimum weight, 10,000 pounds		4
Rough or Ribbed Glass (not glazed sash), for vaults, skylights, roofs and floors, L. C. L.	3	4
Same, C. L.	4	5
Show Cases, entirely boxed (not taken unless entirely boxed), L. C. L.	D 1	1½
Signs, prepaid	3 T 1	1
Tiling, Sidewalk, of glass and iron; see Tiling.		
Tumblers, Common, packed, L. C. L.	3	4
Same, C. L.	3	5
Window Glass, viz.:		
Common, 80 united inches in dimensions or under, L. C. L.	3	4
Same, C. L.	4	5
Over 80 united inches in dimensions, L. C. L.	2	3
Same, C. L.	3	4
Glass Ball Traps; see Traps.		
Glucose and Glucose Syrup; same as Molasses.		
Glucose Refuse or Gluten Meal, in barrels or casks, L. C. L.		6
Glucose Refuse or Gluten Meal, when shipped to fertilizer manufacturers, C. L.; see Fertilizers.		
Glue, Liquid, in glass, boxed	2	
Glue, in barrels or casks	4	
Glycerine, viz.:		
In cans, boxed	1	
In barrels or casks	3	4
In iron drums	3	4
Glycerine, Nitro; see Explosives.		
Graders' Outfit; see Outfits.		
Grain, packed, any quantity	D	
Grain, in bulk, C. L.	D	
Granite; see Marble.		
Granite Roofing; see Roofing.		

C	Class.	Class, if Released.
Granite Stamped Ware; see Agateware.		
Graniteware, boxed, L. C. L.	2	
Same, C. L.	5	
Granulators, Tobacco; see Agricultural Implements.		
Grapes; see Fruit, Green.		
Graphophones; see Phonographs.		
Grass Turf; see Turf.		
Grates, viz.:		
Loose, L. C. L.	1½	1
Packed, L. C. L.	2	3
Packed or loose, C. L.		5
Grates, Parts of, viz.:		
Bars; see Iron and Steel Articles.		
Baskets, Loose	1	3
Baskets, Packed	2½	4
Fixtures, Loose, L. C. L.	1½	1
Fixtures, Packed, L. C. L.	2	3
Fixtures, C. L.		5
Fronts, Fenders and Frames, loose	1	3
Fronts, Fenders and Frames, packed	2	4
Grave Stones; see Monuments.		
Gravel, C. L.	P	
Granite, Rough, C. L.	P	
Grease, viz.:		
Axle	6	
Car, in barrels	6	
N. O. S. (not Axle), in barrels	3	5
Grenades; see Extinguishers.		
Griddles, Soapstone; see Soapstone Griddles.		
Grindstone Fixtures, Iron; see Iron and Steel Articles.		
Grindstones, L. C. L.	6	
Grindstones, not mounted, C. L.	6	A
Grindstones, shipped with whetstones, C. L.; see Whetstones.		
Grits, viz.:		
In bags; same as Corn Meal.		
In barrels; same as Flour, in barrels.		
In boxes or drums, L. C. L.	4	
Same, C. L.	5	
Groceries, N. O. S.	2	
Guano; see Fertilizers.		
Gum, viz.:		
Camphor; see Camphor.		
Copal, Shellac and Kowrie	2	
Chewing	2	
N. O. S.	2	
Gun Cotton; see Explosives.		
Gunny Bags; see Bags.		
Gun Powder; see Explosives.		
Guns, Rifles; see Firearms.		
Gypsum, Land Plaster, Fertilizer; see Fertilizers.		
H		
Hair, viz.:		
Cattle, for plastering, pressed in bales	4	
Curled, pressed in bales	1	
In sacks	1	
Hair Goods, Manufactured, packed in boxes	D 1	
Hair Rope; see Rope.		
Hames; see Saddlery.		
Hammocks and Fixtures	1	
Hams, see Meats.		
Handles, viz.:		
Handles, boxed or crated	A	
Handles, Roughed, Unturned, crated or in bundles, C. L.		P
Broom, boxed or crated, L. C. L.	4	
Broom, C. L.	6	
Broom Handles and Broom Corn, mixed, C. L.; see Broom Corn.		
Plow; see Agricultural Implements.		
N. O. S., boxed or crated, L. C. L.	4	
N. O. S., C. L.	6	
Hangers; see Machinery.		
Hangers, barn door; see Iron and Steel Articles.		
Hardware, saddlery; same as hardware N. O. S.		
Hardware, N. O. S., boxed	2	
Harness; see Saddlery.		
Harrows; see Agricultural Implements.		
Harrow teeth; see Iron and Steel Articles.		
Harvesters; see Agricultural Implements.		

H	Class.	Class, if Released
Hatchets, boxed; same as Axes.		
Hat Racks; see Furniture.		
Hats and caps; same as Dry Goods, N. O. S.		
Haversacks	1	
Hay, Fodder and Straw, pressed in bales, L. C. L.	6	
Same, C. L., minimum weight 20,000 pounds	D 1	
Hay, Salt; see Sea Grass.		
Hay Racks, Iron; see Iron and Steel Articles.		
Heading; same as Barrel material.		
Headlights, boxed	D 1	
Hearses; see Vehicles.		
Heaters, steam; see Radiators.		
Hektograph Composition	1	
Hemp, in bales	3	
Hemp Packing; see Packing.		
Hemp Stalks, in bales or bundles	5	
Herbs; see Roots.		
Hessians, in original bales	A	
Hides, scraps (raw hide)	6	
Hides, viz.:		
Dry, loose or tied in bundles, not compressed	1	
Dry, in bales, compressed	5	
Green	5	
Green, salted	6	
High Wines; see Liquors.		
Hinges; see Iron and Steel Articles.		
Hives, Bee; see Bee Hives.		
Hobby Horses; see Toys.		
Hods, viz.:		
Brick or Mortar, wooden, set up	3	
Same, knocked down	5	
Brick or Mortar, Iron or Steel; see Iron and Steel Articles.		
Coal; see Buckets.		
Hoes; see Agricultural Implements.		
Hoisters or Carriers, Hay; see Agricultural Implements.		
Hogsheads, Empty, (prepaid).		
Holders, Clothes Line; see Clothes Line Holders.		
Holders and Cutters of rolled paper; see Paper Holders and Cutters.		
Hollowware, shipped separately from stoves, viz.:		
Loose, L. C. L.	1	3
Loose, C. L., minimum weight 15,000 pounds	3	5
Packed, L. C. L.	3	4
Shipped with stoves; see Stoves.		
Hominy, viz.:		
In bags; same as Meal, corn.		
In barrels; same as Flour in barrels.		
In boxes; same as Grits in boxes.		
Hominy Flake; same as Meal, Oat.		
Honey, viz.:		
In comb, boxed	1	3
In Glass or tin, boxed	1	3
In barrels or kegs	3	5
Honey Extractors, crated	1	
Honey Section Boxes or Frames, in crates or boxes	3	4
Hoods, Electric Light; see Electric Light Hoods.		
Hoofs and horns, C. L.	A	
Hooks, Backbands; see Saddlery.		
Hooks, Iron; see Iron and Steel Articles.		
Hoop Poles, C. L.	O	
Hoop Splits, in bundles, C. L.	O	
Hoop Skirts	D 1	
Hoops, Barrel, Wooden; same as Barrel material.		
Hoops, Truss, Cooper's	1	
Hops, in boxes	1	
Hops, in bales	2	
Horns; see Hoofs.		
Horse and Mule Shoes; see Iron and Steel Articles.		
Horse Powders; see Powders.		
Horse Powers; see Agricultural Implements.		
Horses, Stitching, crated, set up	1	
Horses, Stitching, boxed, knocked down	3	
Hose, viz.:		
Canvass, loose		1
Canvass, in boxes or bales	2	
Leather	2	
Rubber	3	
Hose Carriages; see Vehicles.		
Hosiery	1	
Hospital Stores	1	

H	Class.	Class, if Released.
Household Goods and old furniture; subject to the following rules, viz.: 1—Each article must be plainly marked or tagged. 2—Bundles of bedding, trunks of clothing, household goods or similar articles (not furniture) will not be received for transportation unless packed. Chests of similar articles must be strapped or securely nailed. This does not apply to household goods. C. L. 3—Any agent receiving this class of freight contrary to the foregoing rules will be charged with such expenses (for boxing or transportation) as may be necessary to forward goods to destination without delay. 4—Bills of lading and way bills must designate character and number of packages. 5—These instructions apply to old and second-hand furniture, clothing, bedding, etc., and not to new articles. 6. Shipments destined to points beyond the Southern Railway and Steamship Association territory, must be released and prepaid and the original release attached to way bill accompanying the shipment. 7—In all cases where limitation of value is expressed in the classification, it must be written out or stamped in full upon bills of lading, and shippers must be required to accept in writing the limitations expressed. Agents must respect this rule and require acceptance by the shipper.		
Household Goods and old furniture, packed, valued over \$5.00 per 100) pounds and full value expressed in bill of lading, said valuation to apply only in case of loss or damage	D 1	1
Household Goods and old furniture, well packed, value limited to \$5.00 per 100 pounds in case of loss or damage and so expressed in bill of lading L. C. L.	1	4
Same, C. L., minimum weight 24,000 pounds	2	6
Household Goods and Old Furniture, with or without Live Stock, one attendant to have free passage on same train as car (ship's option), value limited to \$5.00 per 100 pounds in case of loss or damage and so expressed in bill of lading, C. L., minimum weight 24,000 pounds	D 1	5
Houses, portable, L. C. L.	4	
Same, C. L.	6	
Hubs; see Vehicle Materials.		
Hullers; see Agricultural Implements.		
Hulls, Cotton-seed, in bulk, not taken.		
Hulls, Cotton-seed, in bags, barrels or casks; see Fertilizers.		
Husks or Shucks, viz.: Hackled or Bleached, for manufacturing purposes, compressed in bales, L. C. L.	4	
Same, C. L., minimum weight, 20,000 pounds	6	
N. O. S., compressed in bales, L. C. L.		
Same, C. L., minimum weight, 20,000 pounds		K 6
Loose or in bags, not taken.		
Hydrants; see Iron and Steel Articles.		
I		
Ice, C. L.		L
Ice, packed, in boxes, barrels, casks or bags, in saw-dust or chaff, prepaid, L. C. L., 25 per cent. higher than C. L. rates.		
Images and Figures, bronze or metal, packed, not iron statutory	3 T 1	D 1
Incubators, boxed or crated, knocked down, L. C. L.	1	
Same, C. L., minimum weight, 15,000 pounds	3	
Indigo	1	
Indigo, Extract, in barrels	3	4
Infusorial Earth; same as Food Preservatives.		
Ingots, steel; see Iron and Steel Articles.		
Ink, viz.: Printing, in wood	4	
Printing, in other packages	3	
Marking fluid, in wood	4	
N. O. S. in wood	4	
Writing fluid, in glass or stone, boxed	3	
Insecticide, in boxes or barrels (used for field crops)	3	4
Insulators; see Glass and Glassware.		
Iron and Steel Articles, boxed or crated, unless otherwise specified in the following list	1	2
Iron and Steel Articles (not boxed or crated, unless otherwise specified). viz.: Anchors	5	
Anvils	5	
Architectural; see Special Iron.		
Awning and Shade Frames and Fixtures, knocked down in bundles, wired or crated	2	

I	Class.	Class, if Released.
Iron and Steel Articles—Continued.		
Axles, viz.:		
Car; see Special Iron.		
Carriage or Wagon, loose or wired together; see Special Iron.		
Carriage or Wagon, crated	4	
Bar, Band, Boiler and Plate, all unpacked; see Special Iron.		
Bar Steel, crated so as to permit easy inspection; see Special Iron.		
Barn-door hangers, in crates	4	
Barn-door Hangers and Tracks, N. O. S.; same as Hardware.		
Barn-door Tracks, wired together, in bundles	4	
Bed-fasteners, in barrels or casks, and contents marked thereon	4	
Bell, viz.:		
Cast Iron, L. C. L.	2	3
Cast Iron, C. L.		5
Sheet Iron, packed	3	
Blooms and Billets, steel, L. C. L.; same as Pig Iron, L. C. L.		
Blooms and Billets, steel, per ton of 2,240 pounds, C. L.; same as Pig Iron, per ton of 2,268 pounds, C. L.		
Bolts, Nuts, Rivets and Washers, in kegs, casks, barrels or drums; see Special Iron.		
Bolts, Nuts, Rivets and Washers, except in kegs, casks, barrels or drums	2	
Booths, viz.:		
Police Patrol, sheet iron, set up, L. C. L.		2
Same, C. L.		5
Voting, L. C. L.		2
Voting, C. L.		5
Boxes and Skeins, viz.:		
Vehicle, boxed	2	
Vehicle, loose, N. O. S.	3	
Vehicle, in kegs, barrels or casks, released; see Special Iron.		
Wagon Axle, loose, L. C. L.	3	
Wagon Axle, shipped on axles, said axles loose or in bundles	6	
Wagon Axle, loose, C. L., owners to load and unload; see Special Iron.		
Box Straps (metal bands), packed in boxes	2	
Box Straps (metal bands), packed in barrels	6	
Brakes, viz.:		
Wagon, in boxes or loose, tied in bundles, L. C. L.	2	
Wagon, packed in barrels, L. C. L.	5	
Wagon, C. L.	6	
Brake Beams		6
Brake Ratchets, Wagon; same as Brakes, Wagon.		
Brake Shoes, in boxes or casks, contents described on packages	5	6
Brake Shoes, wired in bundles; see Special Iron.		
Bridge Iron and Bridge Material; see Special Iron.		
Buckets, viz.:		
Elevator, pressed in packages, owner's risk of wet and rust, L. C. L.		4
Same, C. L.		5
Ore, not less than 1,000 pounds each, charged for	6	
Buckles, Turn	2	
Cans, galvanized iron, viz.:		
For Manufacture of Ice, nested, L. C. L.		1
Same, C. L., minimum weight 24,000 pounds		4
N. O. S.	1	2
Casks for Ammonia Water, Naphtha, etc., returned empty	6	
Castings, viz.:		
In boxes	2	
In kegs, barrels, casks or crates (not Machinery or Sewing Machines)	4	5
Unpacked (not Machinery), each piece weighing under 200 pounds	3	5
Unpacked (not Machinery), each piece weighing 200 pounds or over; see Special Iron.		
Parts of Compresses, each piece weighing 2,000 pounds or over; see Special Iron.		
Cattle Guards; see Special Iron.		
Ceiling, viz.:		
In boxes, bundles or rolls, owner's risk of wet and rust, L. C. L.		5
Same, C. L.		6
N. O. S.	2	
Cesspools	4	
Chains, viz.:		
Cable	5	
In boxes or kegs	5	
In casks or barrels, value limited to 2 cents per pound; see Special Iron.		
In casks or barrels, N. O. S.	5	
Loose	3	
Chain Belting, packed in casks or barrels, value limited to 2 cents per pound	6	
Chain Belting, N. O. S., in boxes, barrels or kegs	5	
Chairs; see Statuary, Iron.		

I	Class.	Class, if Released.
Iron and Steel Articles— <i>Continued.</i>		
Cones, blacksmith's; same as Anvils.		
Cornices, Galvanized or Sheet-iron; see Cornices.		
Couplings, Car, Patent, loose, owner's risk of wet, rust and breakage	3	5
Covers, Manhole, packed, and contents described, or bundles, or wired		
Crowbars; see Special Iron.		
Cylinders, for holding Acid; see Drums, iron.		
Dog Irons, cast, value limited to 2 cents per pound; same as Castings.		
Dog Irons, N. O. S., packed	2	
Doors	4	
Drawbars (not Automatic Couplings), crated or wired, in bundles		6
Drive Well Points, boxed	2	
Drums, Cylinders, Egg-shaped Retorts, for holding Acids, when open		
cars are required for transportation	1	
Drums, empty or returned, N. O. S.	6	
Fencing, Expanded Iron	5	
Fencing, N. O. S.	3	5
Fish Bars, Fastenings and Steel Rail Braces; see Special Iron.		
Fittings, Pipe; see Pipe Fittings, iron.		
Fixtures, viz.:		
Awnings and Shade; see Awning Fixtures, iron.		
Grate; see Grates, parts of.		
Grindstones, not embracing Cog-wheels or Pulleys, in boxes, bundles		
or casks	4	
Flasks, Moulders and Pipe, same as Castings.		
Flues, Tobacco, sheet iron	1	
Flues, N. O. S.	4	
Forgings, viz.:		
In boxes	2	
In kegs, N. O. S.	5	
Parts of Compresses, each piece weighing 2,000 pounds or over; see		
Special Iron.		
Frames, Awning and Shade; see Awning Frames, iron.		
Galvanized Iron Work	2	4
Galvanized Sheet Iron; see Iron, Sheet.		
Grate Bars; same as Castings.		
Grate Baskets, Fronts, Fenders and Frames; see Grates, parts of.		
Harrow Teeth, in kegs or barrels; see Special Iron.		
Harrow Teeth, packed, N. O. S.	6	
Hinges, in boxes, contents marked or stenciled thereon	4	
Hinges and Hooks, in kegs, barrels or casks, contents marked or sten-		
ciled thereon	5	
Hods, Brick or Mortar, set up	3	
Same, knocked down	5	
Hooks; see Hinges, iron.		
Hydrants, Fire Plugs and Water Gates, cast iron, L. C. L.	4	
Same, C. L.	5	
Ingots, Steel; same as Blooms and Billets, Steel.		
Jail Work; see Prison Work, iron.		
Kegs, Powder, sheet iron, owner's risk of wet and rust, L. C. L.		1
Same, C. L., minimum weight, 20,000 pounds		5
Kettles, large	4	
Kilns, Lime, or parts thereof, manufactured of sheet or boiler iron, with		
cast-iron Doors, Door Frames, Grates and Floors, crated, boxed or in		
bundles, knocked down, released, L. C. L.	6	
Same, released, L. C. L.; see Special Iron.		
Same, not released, C. L.	5	
Lap-rings; see Special Iron.		
Lasts, Shoe, in boxes or barrels, value limited to 2 cents per pounds, con-		
tents described on packages	4	5
Lathing, expanded iron	5	
Lathing, in boxes or bundles, L. C. L.	3	
Same, C. L.	6	
Links and Pins, viz.:		
In boxes	2	
In kegs	5	
In bundles, barrels or casks; see Special Iron,		
Magazines, Powder, portable, empty	1	
Magazines, Powder, stationary, knocked down flat, in bundles, crates		
or boxes	4	
Mandrels, Blacksmith's; same as Anvils.		
Mangers or Hay Racks, viz.:		
Loose, L. C. L.	2	3
Wired in bundles or nested and crated, L. C. L.	3	4
Wired in bundles or nested and crated, or loose, C. L., minimum		
weight 15,000 pounds		5
Mantels, not packed	1	3
Mantels, packed	2	4

	Class.	Class, if Released.
Iron and Steel Articles—Continued.		
Matting, Floor, in rolls or bundles, owners' risk of wet and rust	1	2
Mattocks, in boxes	2	
Mattocks, in bundles, barrels or kegs; see Special Iron.		
Moulds, Ingot, crated	4	6
Muck and Puddle Bar Iron, L. C. L.; same as Pig Iron, L. C. L.		
Muck and Puddle Bar Iron, per ton of 2,240 pounds, C. L.; same as Pig Iron, per ton of 2,268 pounds, C. L.		
Nail Rods, packed	2	
Nail Rods, not packed	6	
Nails, viz.: NOTE.—Shipments of nails must be charged at actual weight. Where it is entirely impracticable to obtain actual weight, shipments must be billed at an estimated weight of 106 pounds per keg, but delivering agent must weigh such shipments and make correction based on actual weight.		
In boxes (nails and spikes, N. O. S.)	2	
In boxes (horse and mule shoe)	5	
In bags (nails and spikes)	3	
In kegs (finishing)	5	
In kegs (wire); see Special Iron.		
In kegs (nails and spikes, N. O. S.); see Special Iron.		
Pans, Sheet Iron or Dripping, nested, boxed or crated, L. C. L.	3	
Same, C. L., minimum weight, 20,000 pounds		4
Picks, in boxes	2	
Picks, in bundles, barrels or kegs; see Special Iron.		
Pig Iron, L. C. L.; 20 per cent. higher than C. L. rate.		
Pig Iron, C. L.	M	
Pins, Coupling; see Links and Pins, iron.		
Pipe, viz.: Cast or Wrought, released; see Special Iron.		
Lined with cement, L. C. L.	4	
Same, C. L.	5	
Spiral, manufactured of sheet iron	1	
Spiral, Water, riveted, not manufactured of sheet iron, crated or wired in bundles, L. C. L.	3	
Same, C. L.	4	
Pipe Fittings, viz.: In boxes	2	
In casks, barrels or kegs; see Special Iron.		
Loose	3	
Wired in bundles, L. C. L.	3	
Same, C. L.; see Special Iron.		
Planished Iron, packed	4	
Plow Beams and Handles, L. C. L.	4	
Same, C. L.	6	
Plow Clevises, Couplers, Frogs, Heelbolts, Moulds, Plant Fenders (in bundles or in kegs, barrels or casks), Plates, Points and Wings; see Special Iron.		
Plow Steel; see Special Iron.		
Plugs, Fire; see Hydrants, iron.		
Poles, Electric Light or Railway; see Special Iron.		
Porch Supports, in barrels or casks, and contents marked thereon	4	
Posts, viz.: Fence; see Special Iron.		
Hitching, statutes or images		1
Hitching, N. O. S.	4	6
Prison Work, viz.: Jail Plate; see Special Iron.		
N. O. S., L. C. L.	4	
N. O. S., C. L.	6	
Racks, Hay; see Mangers, iron.		
Railing	3	5
Rails, viz.: Old, returned, C. L.; same as Scrap Iron.		
When too long to be loaded in 34-foot box cars, minimum weight of 4,000 pounds charged on each shipment. Where more than one car is required, minimum weight of 4,000 pounds charged for each car.		1
N. O. S.; see Special Iron.		
Retorts, viz.: Egg-shaped, for holding of Acid; see Drums, iron.		
For manufacture of Gas, L. C. L.		4
Same, C. L.		5
N. O. S.	6	
Rods, Box or Wagon, in boxes	2	
Same, in bundles	3	
Roofing	4	6
Russia Iron, in rolls or bundles, wired or crated	4	

	Class.	Class, if Released.
Iron and Steel Articles—Continued.		
Sadirons, viz.:		
In boxes, unless requirements named below are complied with -----	2	
In boxes, contents to be plainly marked on boxes, and contract to be made by shipper that no other articles shall be put in the boxes; see Special Iron.		
In barrels or casks, released; see Special Iron.		
Safe-doors; same as Safes.		
Safes:		
Each weighing over 10,000 pounds (safes and vaults)-----	1	
Each weighing over 6,000 pounds and not over 10,000 pounds-----	2	
Each weighing over 3,000 pounds and not over 6,000 pounds-----	3	
Each weighing 3,000 pounds or less-----	4	
Sash Weights, unpacked; see Special Iron.		
Scales and Scale Beams, manufactured wholly of iron and so marked on package, in bundles or boxes, knocked down-----	3	
Scrap Iron-----	A	
Screws, in barrels, boxes or kegs, contents of package stamped or marked thereon-----	4	
Sheet Iron, viz.:		
Cut in strips for stove pipe, nested flat and crated-----	4	6
Galvanized, in boxes, crates or bundles-----	3	5
Plain or Corrugated-----	4	6
Planished, in metal cases with wooden covers or in boxes-----	2	
Perforated Sheet Iron or Steel for making screens-----	4	
Shingle Bands, Sheet Iron, in bundles or barrels; see Special Iron.		
Shoes, Horse and Mule; see Special Iron.		
Shutters-----	4	
Sinks, unpacked-----		3
Sinks, in barrels or boxes-----		4
Skeins, Vehicle and Wagon Axle; see Boxes, Iron.		
Skelp Iron; see Special Iron.		
Sledges and Wedges, viz.:		
In boxes and so described thereon-----	2	
In barrels or kegs-----	5	
Loose-----	3	
Sledges, without handles, wired together; see Special Iron.		
Special, consisting of the following articles:		
Architectural, including columns, pedestals, capitals, saddles, door and window jambs, plates, sills, lintels, rolled beams, channel bars and girders.		
Axles, Car.		
Axles, Carriage or Wagon, loose or wired together.		
Bar, Band, Boiler and Plate, all unpacked.		
Bar, Steel, crated so as to permit easy inspection.		
Bolts, Nuts, Rivets or Washers, in kegs, casks, barrels or drums.		
Boxes and Skeins, Vehicle, in kegs, barrels or casks, released.		
Boxes and Skeins, Wagon Axle, loose, owners to load and unload C. L.		
Brake Shoes, wired in bundles.		
Bridge Iron.		
Bridge Material.		
Castings (not machinery), each piece weighing 200 pounds or over, unpacked, owners risk of breakage.		
Castings or Forgings, parts of compresses, each piece weighing 2,000 pounds or over, owners to load and unload.		
Cattle Guards, wrought.		
Chains, in barrels or casks, value limited to 2 cents per pound (see Rule 6).		
Crowbars.		
Fishbars, Fastenings and Steel Rail Braces, Frogs, Railroad.		
Harrow Teeth, in kegs or barrels.		
Jail Plate.		
Kilns, Lime, or parts thereof, manufactured of sheet or boiler iron, with cast-iron doors, door frames, grates and floors, knocked down, crated, boxed or in bundles, released, C. L.		
Lap Rings.		
Links and Pins, Railroad, in bundles, barrels or casks.		
Mattocks, in bundles, barrels or kegs.		
Nails and Spikes, in kegs.		
Nails, Wire, in kegs.		
Picks, in bundles, barrels or kegs.		
Pipe, Cast or Wrought, released.		
Pipe Fittings, in kegs, casks or barrels.		
Pipe Fittings, wired in bundles, C. L.		
Plow Clevises, Couplers, Frogs, Heel Bolts, Moulds, Plant-fenders (in bundles or in kegs, barrels or casks), plates, points, wings.	6	
Plow Steel.		
Poles, Electric Light or Railway.		
Posts, Fence.		
Railroad.		
Sad Irons, in barrels or casks, released.		
Sad Irons, in boxes, contents to be plainly marked on boxes and contract to be made by shipper that no other articles shall be put in the boxes.		
Sash Weights, unpacked.		
Scrap Iron, packed, any quantity.		
Scrap Iron, C. L.		
Shingle Bands, Sheet Iron, in bundles or packed in barrels.		

	Class.	Class, if Released.
Iron and Steel Articles—Continued.		
Special, consisting of the following articles:		
Shoes, Horse and Mule.		
Skelp Iron.		
Sledges, without handles, wired together.		
Splices, Switches, Switch Chairs, Railroad.		
Splices, Railroad; see Special Iron.		
Sponge, Iron (purifying material), L. C. L.	4	
Same, C. L.	6	
Springs, viz.:		
Car	6	
Carriage	6	
Seat (not wire)	6	
Staples, Fence, in bundles, barrels or kegs; see Special Iron.		
Stay Guards for fence wire; see Wire, Fence.		
Steel, Packed; same as Hardware.		
Statuary, Chairs and Lawn Ornaments, boxed or crated	1	2
Stop-cock Boxes; same as Castings.		
Swage Blocks; same as Anvils.		
Switches and Switch Chairs, Railroad; see Special Iron.		
Tacks, in boxes, and contents described thereon	4	
Tacks, in kegs or barrels	5	
Taggers' Iron; same as Tin Plate.		
Tanks, not over 30 feet long; same as Boilers.		
Tiling, Sidewalk, Iron and Glass; see Tiling.		
Tires, Locomotive	6	
Tires, Wagon; see Special Iron.		
Toe Calks, in boxes	2	
Toe Calks, in kegs	6	
Traps, viz.:		
Animal, entirely of iron or steel, packed	2	
Sewer Gas or Grease, loose	2	3
Same, in barrels or boxes	3	4
Trucks, Car; see Special Iron.		
Trunk Covering, Iron; see Trunk Covering.		
Tubes, for holding acid; see Cylinders, Iron.		
Tubing, not boiler flues, and not threaded on ends, L. C. L.	5	
Same, C. L.	6	
Tubs, Bath.	1	3
Turnbuckles; see Buckles, turn, iron.		
Urns	3	5
Valves; see Valves, metal.		
Vault Work, L. C. L.	4	
Vault Work, C. L.	6	
Vaults; see Safes, Iron.		
Vises	4	
Water Closet Cisterns, Cast	2	3
Water Closets, loose		1
Same, packed or crated	2	3
Water Gates; see Hydrants, Iron.		
Wedges; see Sledges, Iron.		
Wheel Flanges, in bundles		5
Wheels, Car; see Special Iron.		
Wheels, Well, in barrels or casks and contents marked thereon	4	
Windlasses	4	6
Wire; see Wire.		
Wrenches, N. O. S., and so described on packages	2	
Ironing Boards, wood, boxed or racked, L. C. L.	4	
Ironing Boards, C. L.	6	
Isinglass, viz.:		
Brewers, manufactured of fish bone, packed in barrels or casks and shipped to breweries	1	
N. O. S.	3 T 1	
Ivory	1	
Ivory Black	3	
J		
Jack Screws and Wagon Jacks	3	
Jail Work; see Iron and Steel articles.		
Japan Dryer, viz.:		
In cans, not boxed	1	
In cans, boxed	2	
In barrels or kegs	2	
Japan Ware	1	
Japonica	4	
Jars, Glass; see Glass and Glassware.		

J	Class.	Class, if Released.
Jeans; see Dry Goods.		
Jellies; see Preserves.		
Jugs; see Earthenware.		
Juices, Fruit; see Preserves.		
Junk and Jute	6	
Jute Butts	A	
Jute Waste; see Waste.		
K		
Kainit, L. C. L.	5	
Kainit, C. L.	6	
Kalsomine; see Wall Finish.		
Kaolin, in casks, barrels, hogsheds or tierces, L. C. L.	5	
Same, C. L.	6	
Kegs, Powder, manufactured of sheet iron; see Iron and Steel Articles.		
Kegs, empty, N. O. S.; see Barrels.		
Kem-Kom, in barrels; see Boiler Compounds.		
Kerosene; see Oil, Coal.		
Kerseys; see Dry Goods.		
Kettles, Large Iron; see Iron and Steel Articles.		
Kilns, Lime, iron; see Iron and Steel Articles.		
Kilns, Portable, for firing Decorated China, Porcelain, Pottery, etc., boxed, owner's risk of breakage	2	
Kindling, Fire, viz.: Pine or other woods, cut in stove lengths, in crates or bundles; same as Lumber.		
Sawdust, Rosin or Tar mixed, in packages, boxed or crated, so as to admit of inspection, L. C. L.	6	
Same, C. L.	A	
Knapsacks	1	
Knives, Hay; see Agricultural Implements.		
Knobs, Door, Mineral, value limited to \$1.00 per dozen	3	
Koalspar, in barrels	3	4
Kowrie; see Gum.		
Kraut; see Sauer Kraut.		
Kryolith, in casks or drums	6	
L		
Labels, Paper, in boxes, prepaid or guaranteed	2	
Ladders, viz.: Not over 30 feet long	1	
Over 30 feet long, taken only by special contract.		
Rope, packed or in bundles	3	
Step	1	
Lampblack, in boxes, barrels or casks	3	
Lamps and Lamp Goods, packed	1	2
Lanterns, Glass; see Glass and Glassware.		
Lanterns, Paper, plain or decorated, knocked down, packed	D 1	
Lap Rings; see Iron and Steel Articles.		
Lard, viz.: NOTE—With shipments of lard no freight charge will be made for such an amount of ice as is necessary to preserve it in transit.		
In tin cans, not boxed	2	5
Except in tin cans, not boxed	4	B
Last Blocks, wooden; see Blocks.		
Last, Shoe, iron; see Iron and Steel Articles.		
Lasts, Shoe, N. O. S.	3	
Lathing, Iron or Steel; see Iron or Steel Articles.		
Laths; same as common Lumber.		
Lawn Ornaments, iron; see Iron and Steel Articles.		
Lead, viz.: In boxes	5	
In casks or pigs	6	
Bar or Sheet	5	
Black, in kegs or barrels (ship's option)	5	
Glazier's, on reels, crated	4	
Red and White; same as Paints.		
Lead Dross and Skimmings	6	
Lead Pipe; see Pipe.		
Leaders; see Conductors.		
Leather, viz.: In rolls or boxes, L. C. L.	3	
Same, C. L., minimum weight 24,000 pounds.	4	
Loose, N. O. S.	1	
Leather Scraps, Shavings or Skivings, in packages or bales (leather scraps will include trimmings cut from side leather or obtained in the manufacture of leather goods)	A	

L	Class.	Class, if Released.
Leaves, Palm; see Palms.		
Leaves, Powdered, in boxes or barrels	1	
Lemon or Lime Juice; see Fruit Juices.		
Lemons; see Fruit, Green.		
Lentels, in bags, boxes or barrels	3	
Licorice, viz.:		
In bags, boxes or barrels	3	
In mats, roots or sticks	3	
In mass, boxed	4	
Licorice Root, Ground, in boxes or barrels	3	
Lighters, Cigar; see Cigar Lighters.		
Lightning Rods, in bundles	2	
Lightning Rods, in boxes	3	
Lightning-Rod Fixtures, packed	2	
Lime, viz.:		
Lime, Building, 10 per cent less than fertilizers, to be taken at following estimated weights: Rockland Building Lime, 230 pounds per barrel; all other building lime, 210 pounds per barrel.		
Lime, Slaked, for agricultural purposes, 20 per cent. less than fertilizers.		
In casks or barrels, L. C. L.	6	
Same, C. L.; see Special rates.		
Acetate of, L. C. L.	6	
Same, C. L.; see Fertilizers.		
Carbonate of, in barrels or casks; same as Lime.		
Chloride of, in barrels or casks	6	
Chloride of, N. O. S.	4	
Liquid, prepared for whitewashing; see Wall Finish.		
Phosphate of, in barrels, L. C. L.	4	
Same, C. L.	6	
Limestone, viz.:		
Ground, in barrels, L. C. L.	5	
Same, C. L.	6	
N. O. S.; same as Marble and Granite.		
Linings, Flue; see Flue Linings.		
Links; see Iron and Steel Articles.		
Linseed; see Seed.		
Lintels, Slate; see Slate Lintels.		
Linters; see Cotton Sweepings, etc.		
Liquid Carbonate; see Gas, Carbonic Acid.		
Liquors, Alcoholic, viz.:		
Alcohol, in cans, boxed	1½	1
Alcohol, N. O. S.; same as Whiskey.		
Bitters; same as Liquors, N. O. S.		
High Wines; same as Whiskey.		
Whiskey, in boxes or baskets	1	2
Whiskey, in glass, packed in barrels; same as Whiskey, in boxes or baskets.		
Whiskey, in wood, N. O. S., at actual weight	2	3
Whiskey, Domestic Wines and Domestic Brandies, in wood, at actual weight, owner's risk of leakage, value limited to 75 cents per gallon.		H
Whiskey, for export, in wood, must be charged at actual weight when obtainable. When not obtainable, must be charged at estimated weight of 410 pounds per barrel.		
N. O. S., in glass, packed in boxes, baskets or barrels	1½	1
N. O. S., in wood, actual weight	1	2
Liquors, Iron, in carboys	3	4
Liquors, Red, not alcoholic or malt, in carboys	3	4
Live Stock, L. C. L.	2	4
Live Stock, C. L.	3	N
Locomotives; see Railroad Rolling Stock Equipment.		
Locomotive Headlights; see Headlights.		
Locomotive Tires; see Iron and Steel Articles.		
Locks, viz.: Padlocks, Rimlocks, value limited to \$2.50 per dozen	3	
Logs	P	S
Logwood Extract, in barrels or casks	4	5
Logwood, Extract, N. O. S.	2	
Looking Glasses; see Glass and Glassware, Mirrors.		
Looms; see Machinery and Machines.		
Lounges; see Furniture.		
Lumber; dressed or rough, L. C. L.		B
Lumber C. L.		P
Lye, Concentrated	5	

M	Class.	Class, if Released.
Macaroni, Vermicelli and Spaghetti	2	
Machinery and Machines, C. L. (owners to load and unload), viz.:		
Blowers, Rotary, Iron, minimum weight 20,000 pounds, viz.:		
When capable of being loaded in box cars	4	6
When open cars are required		6
Cotton and Woolen, Machinery, viz.:		
Cans, Roving, manufactured of fibre, parts of cotton mill machinery and so described, minimum weight 24,000 pounds	6	
Cans, Tin, parts of cotton mill machinery and so described, minimum weight 24,000 pounds	6	
Cylinders, parts of cotton mill machinery, but shipped separate therefrom, set up, packed, not capable of being loaded in box cars, minimum weight 24,000 pounds		3
N. O. S.; same as Machinery N. O. S., C. L.		
Dynamos, minimum weight 24,000 pounds		4
Fans, Exhaust; same as Blowers, Rotary.		
Generators, Gas, and Gas Machines, various detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight 24,000 pounds		6
Mills, Cotton-seed Oil, minimum weight 24,000 pounds	6	
Motors, Electric; same as Dynamos.		
Pumping; see Pumps and Pump Material.		
Sewing Machines, charged at actual weight, minimum weight 20,000 lbs.	4	
N. O. S., all kinds, boilers, engines or parts thereof, minimum weight 24,000 pounds	4	6
Machinery and Machines, L. C. L., viz.:		
Biscuit Machines, boxes or crated	2	3
Blowers, Rotary, Iron, capable of being loaded in box cars	1	2
Boilers, Steam, 30 feet and over	1	
Boilers, under 30 feet in length; same as Machinery, N. O. S., L. C. L.		
Bottling Apparatus, for Soda Water or other effervescing liquids, fully boxed	3 T 1	1
Brick Machines	4	
Cotton and Woolen Machinery, viz.:		
Beams, Bobbins, Shuttles and Spools, packed	5	
Bobbins or Spool Heads, in sacks, or packed in boxes, 2 feet by 4 feet	A	
Cans, Roving, manufactured of fibre, parts of cotton mill machinery, and so described	4	
Cans, Tin, parts of cotton mill machinery, and so described	4	
Cards, Hand, packed	1	
Cylinders, parts of cotton mill machinery shipped separate therefrom, set up, packed		1
Cylinders, parts of cotton mill machinery, shipped separate therefrom, set up, packed, not capable of being loaded in box cars, minimum weight to be charged for each shipment 4,000 pounds		1
Looms; see Machinery and Machines, Looms.		
N. O. S., set up	D 1	1½
N. O. S., crated	1½	1
N. O. S., boxed, knocked down	1	2
Cutters, Meat	2	
Dynamos		1
Engines, Caloric, Fire, portable or stationary	2	3
Extinguishers, Fire, on wheels; see Extinguishers.		
Fans, Exhaust; same as Blowers, Rotary.		
Fence Machines	2	3
Flues, Boiler; see Flues.		
Gas Generators and Gas Machines, various detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight of 4,000 pounds to be charged for each complete machine	1	2
Grain Conveyors, Iron Tubes, in sections 12 feet long or less, loose, or in crates or bundles		5
Gauges, Steam	1	
Hangers	4	5
Hemp Machines; see Agricultural Implements.		
Hoisting Machinery, knocked down	4	
Looms	3 T 1	1½
Loom Harness and Reeds	1	
Mills, viz.:		
Barilla Bark	4	
Cotton-seed Oil	4	
Flour, Roller	2	
Saw; see Machinery and Machines, Saw Mills.		
Motors, Electric; same as Dynamos.		
Mowing Machines; see Agricultural Implements.		
Presses, viz.:		
Cotton; see Agricultural Implements.		
Printing, set up	D 1	1
Printing, not boxed, knocked down	1	2

M	Class.	Class, if Released.
Machinery and Machines— <i>Continued.</i>		
Printing, boxed or crated, knocked down	3	
Pulleys	4	5
Pulley Blocks, N. O. S.	4	
Pulley Wheels and Blocks, manufactured wholly of iron and so marked on package, wired in bundles	4	
Pumping; see Pumps and Pump Material.		
Reaping Machines; see Agricultural Implements.		
Rollers, Sugar	2	3
Rolls, Grinding and Corrugated; same as Mills, Flour.		
Saw Mill Gearing and Saws, boxed	2	
Saw Mills, carriages over 16 feet in length	2	3
Saw Mills, carriages not over 16 feet in length	3	4
Seamers, Roofing, for shaping roofing tin	2	3
Sewing Machines, charged at actual weight, viz.:		
Not boxed	3 T I	
Boxed or crated (including parts thereof), set up	1 1/2	1
Same, completely knocked down	3	
Partly knocked down, that is, head and box taken off and placed underneath, between the legs	2	
Shafting	4	5
Shingle Machines	2	
Smut Machines; see Agricultural Implements.		
Stave-sawing Machinery	2	3
Stump Pullers, knocked down	4	
Tobacco Screws and Fixtures	4	
Tools, Machinists' (Planers, Lathes), etc.	2	3
Turntables; same as Machinery, N. O. S.		
Washing Machines	2	
Weighing Machines, Automatic	D 1	1
Wheels, Water, Turbines	3	
N. O. S.	2	3
Mackolite Products; same as Tile, Hollow, Fire Proof.		
Madder	3	
Magazines, Powder, iron; see Iron and Steel Articles.		
Magazines, Powder, portable, empty, N. O. S.	1	
Magnesite, crude, viz.:		
In boxes or kegs, L. C. L.	4	
Same, C. L.	5	
In barrels, bags or casks, L. C. L.	5	
Same, C. L.	6	
In bulk, C. L.	6	
Magnesium, chloride of, in barrels or casks	6	
Malt	D	
Malt, in boxes	1	
Malt Extract, in glass, packed; same as Ale.		
Malt Sprouts or Skimmings, in barrels or sacks, L. C. L.	5	6
Same, C. L.		D
Mandrels; see Iron and Steel Articles.		
Manganese, crude, C. L.	P	
Manganese, packed, L. C. L., 20 per cent. higher than Class K.		
Manganese, released, value limited to \$18.00 per ton of 2,000 pounds, and so expressed in bill of lading; see Special Iron Rates.		
Mangers, iron; see Iron and Steel Articles.		
Manhole Covers; see Iron and Steel Articles.		
Manilla	3	
Mantels, viz.:		
Iron; see Iron and Steel Articles.		
Slate, packed	2	3
Wood, boxed	2	
Maps, boxed	1	
Marble and Granite, viz.:		
Blocks or Slabs, Marble, Slate, Granite or Stone (including Furniture Marble), dressed, hammered, chiseled or polished, boxed or crated (other than Tombstones or Monuments, or parts thereof, lettered), value limited to 40 cents per cubic foot, L. C. L.	3	4
Same, C. L.	4	5
Blocks or Slabs (marble or granite), rough or sawed, but not dressed, value limited to 20 cents per cubic foot, C. L.	P	
Marble and Granite Door or Window Sills and Steps, "sawed," unpacked, L. C. L.		A
Crushed Granite, L. C. L.	6	
Same, C. L.	A	
Dust, Marble	A	
Dust, Stone, for street-paving purposes (not crushed stone or marble dust), released, C. L.; same as Cement, C. L.		
Statuary, marble or granite; see Statuary.		
Tile, marble; see Tile.		
Tombstones and Monuments; see Monuments.		

M	Class.	Class, if Released.
Marble or Granite, all kinds, N. O. S.	1	
Marbles, in boxes or casks	4	
Marking Fluid; see Ink		
Marl, 80 per cent. of Fertilizer rate		
Matches, properly marked and packed alone, L. C. L.	1	
Matches, C. L.	3	
Match Splints, packed in cases, L. C. L.	3	
Match Splints, C. L.	5	
Mats, viz.:		
Door, wire, iron or steel, in packages, owner's risk of wet or rust.	1	2
Grass, hemp, hair and cocoa	2	
Oil	1	
Steel wire and rubber	2	
N. O. S.	1	
Matting, Floor, iron or steel; see Iron and Steel Articles.		
Matting, pine fiber	6	
Matting, N. O. S.	2	
Mattocks; see Iron and Steel Articles.		
Mattresses; see Furniture.		
Meal, viz.:		
Corn, in barrels, actual weight of package and contents to be charged for	D	
Corn, N. O. S.	D	
Cotton-seed; see Fertilizers.		
Flax-seed, L. C. L.	3	
Flax-seed, C. L.	D	
Fossil, in bags, L. C. L.	3	
Same, C. L.	5	
Gluten; see Glucose refuse.		
Linseed and Linseed Oil Meal; same as Meal, Cotton-seed; see Fertilizers.		
Oat and Rolled Oats, in barrels, half barrels, kegs or in boxes, in bulk; also in sacks, drums or in bags or paper packages, boxed, L. C. L.	6	
Same, C. L.	C	
Measures; same as Woodenware.		
Meats, all shipments to be charged at actual weight, viz.:		
NOTE.—The stopping in transit and partial unloading of car-load shipments of fresh meat or other packing-house products, is not permissible, and Association lines must not protect bills of lading making such guarantee.		
Fresh, prepaid or collect freight guaranteed by shipper, L. C. L.		3
Fresh, of all kinds (including dressed poultry), C. L., minimum weight 24,000 pounds, viz.:		
When for Carolina territory, 20 cents per 100 pounds higher than Class B. Except when for Carolina territory, 10 cents per 100 pounds higher than Class B.		
Salt, in bulk, C. L., minimum weight 24,000 pounds (no freight charge to be made for salt and ice in same car necessary for preservation in transit, provided that not more than 2,000 pounds per car be carried free)	3	5
NOTE.—Mixed car loads of salt meat, packed and in bulk, and of other articles in Class B, may be taken at the same rate as straight car loads of meat, salted in bulk. This does not in any way affect the Classification of shipments of fresh meats in mixed car loads with cured meats.		
Mixed car loads of—		
Fresh meats, (dressed beef, mutton, hogs, poultry, etc).		
Cured packing-house products, hams, shoulders, sides, beef, pork, lard, pigs' feet, tripe, canned meats, sausage, smoked or canned, sausage casings, grease, glue sizing, glue scrap, tallow, etc.		
Butterine, in refrigerator cars, minimum weight, 24,000 pounds, owner's risk, prepaid or guaranteed, may be taken at the car-load rate on each. When not loaded to the minimum, actual weight of fresh meat to be charged for at the car-load rate on Fresh Meat; actual weight of Butterine at its regular rate, as per classification; and the balance to make up the minimum will be charged for at the Packing-house Product or Class B rate.		
NOTE.—It being understood that mixed cars may consist of the three general commodity headings named above, or to be made up of articles embraced in any two of them, viz.: Fresh Meats and Packing-house Products and Butterine.		
Bacon, viz.:		
In Bulk, L. C. L.	1	2
In bulk, C. L., minimum weight, 24,000 pounds	3	B
In bags	3	
In wood	B	
Beef, viz.:		
Canned, in boxes	4	B
Salted, in barrels, half-barrels and quarter-barrels.	B	

M	Class.	Class, if Released.
Meats—Continued.		
Smoked, in boxes or barrels	4	
Dessicated Meats	4	
Hams; same as Bacon.		
Pigs' Feet, in glass, packed	1	2
Pigs' Feet, N. O. S.	6	
Pork, canned, in boxes	4	B
Pork, salted, in barrels, half-barrels and quarter-barrels	B	
Sausage	6	
Sausage Casings, in barrels or kegs	4	
Tongues, Smoked	3	
Tongues, Pickled, in barrels or kegs	4	
Tripe	6	
Meats, Cotton-seed	2	3
Meat Cutters; see Machinery and Machines.		
Meat Racks; see Racks.		
Medicines, viz.:		
Patent, L. C. L.	1	
Patent, C. L.	1	3
Drugs and Medicines, N. O. S.	1	
Melodeons; see Musical Instruments.		
Melons, L. C. L., packed or loose, entirely at shipper's risk, prepaid		5
Melons, C. L., prepaid or guaranteed		O
Merry-go-rounds, owner's risk of breakage, viz.:		
Knocked down, L. C. L.		1
Knocked down, with machinery for operating, C. L., minimum weight, 20,000 pounds		5
Meters, viz.:		
Electric, boxed	1	
Gas, boxed (not taken unless boxed)	1	
Water, boxed (not taken unless boxed)	3	
N. O. S.	D 1	
Mica, viz.:		
Mica, value limited to 65 cents per 100 pounds, and so expressed in bill lading		1
Ground, in bags or barrels, value limited to 6 cents per pound, C. L.		6
Scrap and Ground, value limited to 6 cents per pound, L. C. L.		4
N. O. S.	3 T 1	
Military Accoutrements; see Accoutrements.		
Military Equipage; see Equipage.		
Milk, Condensed, viz.:		
In boxes, L. C. L.	4	
Same, C. L.	5	
In kegs, half-barrels or barrels, L. C. L.	4	
Same, C. L.	5	
Millboard, Asbestos; see Asbestos Products.		
Millinery Goods; same as Dry Goods, N. O. S.		
Millo-maise	3	
Mills, viz.:		
Barilla Bark, Cotton-seed Oil, Flour (Roller), and Saw; see Machinery.		
Burr-stone (portable), Cane, Cob, Corn, Fanning, Hominy, Sorghum and Sugar; see Agricultural Implements.		
Coffee and Paint, set up	2	
N. O. S.	2	
Millstones, Finished	4	
Millstones, Rough	5	
Millstuff, Bran, Shorts and Shipstuff	D	
Mincemeat	4	
Mirrors; see Glass and Glassware.		
Molasses, viz.:		
NOTE.—Shipments of Molasses will be accepted at an estimated weight of 12½ pounds per gallon, including package, the gallonage to be taken from the marks on the barrels as stenciled by authorized gaugers.		
In cans, boxed, or in kegs	3	4
In barrels or hogsheads	5	6
Monuments, Gravestones and Tombstones, viz.:		
Marble or Granite, not boxed, freight prepaid at option of initial carrier	3 T 1	D 1
Marble or Granite Tombstones or Monuments, boxed or crated, value limited to 40 cents per cubic foot, freight prepaid, at option of shipper, L. C. L.	1½	4
Same, C. L.	2	3
Marble or Granite Tombstones or Monuments (including parts of Monuments, Gravestones and Tombstones), boxed or crated, value limited to 40 cents per cubic foot, freight prepaid at option of shipper or initial carrier, C. L.	1	4
Metal, value over \$300, taken only by special contract.		

M	Class.	Class, if Released.
Monuments, Gravestones and Tombstones— <i>Continued.</i>		
Metal, packed, value limited to \$300, prepaid at option of initial road or steamer	D 1	2
Mops	1	
Mortar Stains, in Colors, in kegs, half-barrels, barrels or casks	5	
Moss, viz.:		
Peat; see Peat Moss.		
Stable; same as Hay.		
N. O. S., in sacks	1	
N. O. S., pressed in bales, L. C. L.	4	
Same, C. L., minimum weight 20,000 pounds; same as Hay, pressed in bales, C. L.		
Motes, Cotton; see Cotton Sweepings, etc.		
Motors, Electric; see Machinery and Machines.		
Motor Trucks; see Trucks.		
Moulder's Dust or Sand; see Sand.		
Moulder's flasks; see Flasks.		
Mouldings, viz.:		
In bundles	1	
In boxes	2	
Plaster, Wall, packed in boxes or casks	D 1	1
Wooden, common, for building purposes, not finished or decorated, L. C. L.	4	
Same, C. L.	6	
N. O. S.	D 1	
Moulds, viz.:		
Butter, wooden, in packages, packed in crates or boxes, L. C. L.	1	3
Same, C. L., minimum weight 20,000 pounds	4	5
Cigar, wooden, in boxes or racks	3	
Ingot, iron; see Iron and Steel Articles.		
N. O. S., in packages, packed in crates or boxes	3	
Mouse Traps; see Traps.		
Mowers; see Agricultural Implements.		
Mucilage, packed	2	
Muraline and Muresco; see Wall Finish.		
Musical Instruments, viz.:		
Drums	3 T 1	
Melodeons; same as Pianos.		
Organs, Pipe, knocked down, boxed	1½	1
Organs, N. O. S.; same as Pianos.		
Organ Pipes, boxed	1½	1
Pianos, boxed, (not taken unless boxed)	1½	1
N. O. S.	D 1	
Muslins, cheap; see Dry Goods.		
Mustard, viz.:		
Ground, in boxes	2	
Prepared, in glass, packed	2	
Prepared in kegs or barrels	3	
N		
Nail Rods; see Iron and Steel Articles.		
Nails; viz.:		
Brass or Copper, well packed in boxes or kegs	2	
Finishing, Iron; see Iron and Steel Articles.		
Finishing, N. O. S.	2	
Horse and Mule Shoe; see Iron and Steel Articles.		
Wire, in kegs; see Iron and Steel Articles.		
N. O. S., Iron, in bags, kegs and boxes; see Iron and Steel Articles.		
Naphtha; see Oil, Coal.		
Netting, Tennis and Fish, packed or wrapped	2	
Nitre Cake; see Cake, Nitre.		
Nitro-glycerine; see Explosives.		
Notions; same as Dry Goods, N. O. S.		
Nutmegs	2	
Nuts, viz.:		
Chestnuts, prepaid		5
Cocoanuts, packed or sacked, L. C. L.	4	
Cocoanuts, C. L.	6	
Peanuts and Chufas, L. C. L.	5	
Same, C. L., minimum weight 20,000 pounds	6	
Pecans, in barrels or double sacks, L. C. L.	3	
Same, C. L.		5
N. O. S., Edible, in bags	1	
Same, in barrels or casks	2	

O	Class.	Class, if Released.
Oakum	4	
Oars, Boat, crated, L. C. L.	3	
Same, C. L.	5	
Oats	D	
Oats, Rolled; see Meal, Oat.		
Oats, Shredded; same as Meal, Oat.		
Ochre, in barrels or casks, L. C. L.		
Same, C. L.	6	
Oil, viz.:	A	
Castor, viz.:		
In glass, packed		2
In cans, boxed, owner's risk of leakage	1	2
In barrels		
Coal or its products (ship's option), governed by the following rules, viz.:	3	
Oil, crude and fuel, crude naphtha, crude and refined petroleum, products of petroleum, such as lubricating oils, benzine, naphtha, gasoline and paraffine, when in barrels or cases, minimum C. L., weight 24,000 pounds. When in tank cars, minimum C. L., weight will be the full capacity of the tank, the contents of the tank to be computed at 6.4 pounds per gallon. When in barrels, C. L. or L. C. L. weights will be computed at 400 pounds per barrel. When in square cans, completely cased, each can containing 10 gallons, C. L. or L. C. L., at 80 pounds per case. Mixed car loads of oil in barrels or cases will be taken at authorized C. L. rates, based on the foregoing weights. When less than aforesaid minimum car loads are shipped, L. C. L. rates will be charged. In no case, however, will less than a car load from one consignor to one consignee and destination on same day be charged more than for a full carload. Transportation companies do not furnish tank cars. When they are furnished by shippers, transportation companies will pay $\frac{3}{4}$ cents per mile run each way and will return the empty tank to the point of shipment without charge. Shipments of above articles at rates authorized are entirely at owner's risk of leakage and loss or damage by fire.		
In cans, not boxed	D 1	1
In cans, boxed, L. C. L.	1	3
In cans, boxed, C. L.	2	4
In barrels, carrier's convenience, L. C. L.	3	4
In barrels, C. L.	3	6
In tank cars		6
In iron casks or drums (coal or kerosene, naphtha, benzine and gasoline), actual weight	5	6
Cocoa, in original packages	1	2
Cocoa, in barrels	3	4
Cotton Seed, in barrels, governed by the following rules, viz.:		
1. Inasmuch as the gross, tare and net weight of each barrel is plainly marked on the head of the barrel, when shipments are loaded at the mills, agents at shipping points will require shippers to load marked head up, ascertaining the gross weight from each barrel and billing accordingly.		
2. In cases where shippers fail to so load, agents will carefully weigh on track scales and bill at weight so ascertained.		
3. When shipments are hauled to depots, the gross weight must be ascertained from each barrel.		
4. In cases where billing fails to show shipments to have been weighed at point of origin or in transit, receiving lines must in all cases bill at weights ascertained in accordance with rules one and two. If there are no track scales at the junction points, weights must be ascertained at destination. By destination is meant the point where final delivery is effected or delivery is made to connecting lines at the gateways of the Association.		
5. The minimum C. L. weight of cotton-seed oil in barrels will be 24,000 pounds.		
In barrels, crude, L. C. L.		A
In barrels, C. L.		A
Cotton Seed, in tanks, governed by the following rules, viz.:		
1. Inasmuch as many tank cars have not the tare weight stenciled thereon, agents at loading points or junctions must in all cases weigh the empty tanks before delivery is made to the cotton-seed oil mills or connecting lines, keeping a record thereof, and must weigh all loaded tanks returning, unless billing shows weight to have been previously ascertained in accordance with these rules, and the point at which ascertained.		
2. When such empty tank is to be loaded at a point where there are no track scales, or is delivered to a connecting line through a junction point where there are no track scales, the weight of the empty tank shall be ascertained at point of origin, and the loaded tank returning shall be weighed at the same time, weights at which billed to be corrected to weights so ascertained. By point of origin is meant the gateways of this Association, whether cars are received from shipper or connecting lines.		

O

	Class.	Class, if Released.
Oil, Cotton Seed— <i>Continued.</i>		
3. In cases where tank cars move loaded in both directions, making it impracticable to ascertain the weight of the empty tank, agents will require shippers of the cotton-seed oil to furnish a statement of weight certified by shippers in the following form: "I (or we) hereby certify that the actual weight of contents of _____ car, No. _____ is _____ pounds." Such certificate must accompany way bill to destination. In cases where shippers refuse to furnish such certificates, each loaded tank must be billed at an estimated weight of 55,000 pounds, and agents will decline to accept corrections on such weights, except upon authority from the Commissioner of the Southern Railway and Steamship Association, upon proper evidence being submitted that the weight at which billed is erroneous.		
4. Tank cars must invariably be loaded to their full capacity.		
In tank cars, C. L. _____	5	6
Cotton Seed, Cooking or Refined _____	3	4
Cotton Seed, Crude, N. O. S., L. C. L. _____	4	5
Creosote, in barrels or tanks, C. L. _____		6
Kerosene; see Oil, Coal.		
Lard and Linseed, in barrels, actual weight, L. C. L. _____	3	4
Lard and Linseed, in barrels or tanks, actual weight, C. L. _____	4	5
Lubricating, the product of coal oil; same as Oil, Coal.		
Miner's in glass or cans, packed _____	1	2
Miner's, in wood _____	3	5
Palm, Crude, L. C. L. _____	4	5
Pine; same as Oil, Coal.		
Rosin; same as Oil, Pine.		
Sassafras, in glass or cans, boxed _____	3 T 1	D 1
Tanner's, in wood _____	3	5
In jars, not packed, not taken.		
N. O. S., in glass or cans, packed _____	1	2
N. O. S., in barrels _____	3	4
Oil Cabinets _____	D 1	1
Oil Cloth, viz.:		
Floor, baled _____	1½	1
Floor, boxed, 16 feet long or over _____	1	
Floor, boxed, less than 16 feet long _____	2	
Table, Oil or Enameled _____	2	
Not boxed or baled, not taken.		
Oil Tank Wagons; see Vehicles.		
Oleomargarine; see Butterine.		
Olives, in glass, boxed _____	1	2
Olives, in barrels or casks _____	4	
Omnibuses; see Vehicles.		
Onions; see Vegetables.		
Onion sets _____	3	
Oranges; see Fruit, Green.		
Ordnance Stores, N. O. S. _____	1	
Ores (samples or specimens, prepaid), viz.:		
Copper, L. C. L. _____	6	
Same, C. L. _____		6
Ores, Iron, C. L. _____	P	
Iron, L. C. L. _____	6	
Iron, Ground, in kegs or barrels; same as Bar Iron.		
Silver Ores; Silver, Lead, Zinc, Copper and Gold, packed, L. C. L., 20 per cent. higher than Class K.		
Sulphur, in casks or barrels, L. C. L. _____		5
Same, C. L. _____		6
Organs; see Musical Instruments.		
Outfits, Grader's or Contractor's, C. L.; same as H. H. Goods and old Furniture, C. L.		
Ovens, Baker's, viz.:		
Set up _____	D 1	
Set up, crated _____	1½	1
Knocked down, crated _____	1	2
Knocked down flat, boxed or crated _____	1	2
Solid or double lined _____	4	
N. O. S., boxed or crated _____	1	
Oysters, viz.:		
In glass, packed _____	1	
In cans or kegs, L. C. L. _____	4	
Same, C. L. _____	5	
Shell, in barrels _____		5
Shell, in bulk, C. L. _____		6
Osnaburgs; see Dry Goods.		

P	Class.	Class, if Released.
Packing, viz.:		
Asbestos; see Asbestos Products.		
Hemp	4	
Metallic	2	
Rubber	3	
Packing Cases, Wooden, returned empty; same as Cracker Boxes and Cases returned empty; see Boxes, Empty, returned.		
Padlocks; see Locks.		
Pails; see Tubs.		
Paintings, Pictures, Chromos, etc., viz.:		
Value over \$200 taken only by special contract.		
Value of each box limited to \$200 per box, well boxed	3 T 1	D 1
Value limited to \$5 per 100 pounds	1	2
Paints, viz.:		
In wooden buckets	1	
In pails or cans, unpacked	1	
Same, packed	3	4
Bulk, Liquid, in kegs, kits, barrels or casks	5	
Bulk, Dry, in kegs or kits	5	
Bulk, Dry, in barrels or casks	6	
Metallic; same as Paints.		
Mineral, Dry, in barrels or casks	5	
Palms or Palm Leaves, in bales or bundles, L. C. L.		4
Same, C. L., minimum weight, 20,000 pounds		6
Paneling; see Wood-work.		
Panoramic Outfit; see Scenery.		
Pans, Sheet-iron or Dripping; see Iron and Steel Articles.		
Paper, viz.:		
For the manufacture of Bags, in rolls, so stated on shipping receipt, and shipped only to manufacturers of Bags, L. C. L.	6	
Same, C. L., minimum weight, 24,000 pounds		A
Binders', Straw or Wood Pulp Boards, in cases	2	
Same, in bundles or crates	6	
Blotting, Book or Writing, in boxes	2	
Blotting, in bundles	4	
Card	1	
Closet or Medicated	3	
News, Patent Insides, in bundles, owner's risk of chafing	2	
Oil or Wax, in crates or bundliss	3	
Pasteboard	4	
Printing, for Newspapers, in rolls	6	
Printing, N. O. S., in rolls, bundles or crates	6	A
Roofing, in bundles or crates	5	6
Roofing, in rolls	6	A
Sand and Flint	3	
Tissue, packed in boxes	3	
Wall, in bundles	1	3
Wall, in boxes	2	
Waste Paper, viz.:		
NOTE.—Agents and receiving clerks must examine shipments of Waste Paper made by cotton brokers and cotton-seed oil mills, and see that they are properly classified, and not consist of Cotton Linters or Regina.		
In sacks	3	
In barrels or hogshheads	4	
Pressed in bales	A	
Wrapping, viz.:		
In bundles or crates	6	
In rolls, L. C. L.	6	
In rolls, C. L.	A	
Paper Bags; see Bags.		
Paper Barrels; see Barrels.		
Paper Bottle Covers; see Covers.		
Paper Boxes; see Boxes.		
Paper Cartridge Shells; see Cartridge Shells.		
Paper Collars, packed	1	
Paper Hangings, in bundles	1	3
Paper Hangings, in boxes	2	
Paper Holders and Cutters (for holding and cutting paper in rolls), in crates or boxes	1	
Paper Labels; see Labels.		
Paper Tablets, in crates	2	
Paper Tubes, for winding yarn thereon	2	
Paperware, N. O. S.	1	
Paris Green; same as Paints.		
Paris White; same as Paints.		
Paste, Carpet, Cleaning; same as Washing Compounds.		
Paste, Flour, in barrels	5	
Patterns, wood or metallic, owner's risk of breakage	1½	

P	Class.	Class, if Released.
Paving Composition, composed of sand and tar; same as Asphalt.		
Peaches; see Fruit.		
Peaches, Powdered, packed in cans or drums, value limited to 15 cents per pound	3	
Peach-stones; see Seed.		
Peanuts; see Nuts.		
Pearlash	5	
Pears; see Fruit.		
Peas, viz.:		
Dried or Split, N. O. S., in bags or barrels, L. C. L.	D	
Same, C. L.	D	
Cow, in bags or barrels, L. C. L.	D	
Same, C. L.	D	
Peat or Peat Moss, in bags, barrels or casks, L. C. L.	4	
Same, C. L.	A	
Pecans; see Nuts.		
Pegs, Shoe, in bags	1	
Pegs, Shoe, in barrels or boxes	2	
Peltries; see Skins.		
Pencils, Slate, boxed	3	
Pepper and Spices, N. O. S., Ground, in boxes	2	
Pepper and Spices, in bags	3	
Pepper Sauce, in glass, packed; see Sauce.		
Perfumery	1	
Perfumery Tanks; same as Phonographs and Graphophones.		
Petroleum; see Oil, Coal.		
Phonographs and Graphophones, boxed, set up	3 T 1	D 1
Same, knocked down	D 1	1
Phosphate of Lime; see Lime.		
Photographic Material	1	
Pianos; see Musical Instruments.		
Piano stools; see Furniture.		
Picker sticks	4	
Pickers, cotton, rawhide	2	
Pickles, viz.:		
In glass, L. C. L.	1	2
In glass, C. L.	3	4
In buckets or pails, wooden, L. C. L.	3	4
In kegs, barrels or casks, L. C. L.	4	5
In wood, C. L.	6	
In wood and in glass, packed, mixed, C. L.	6	
Picks; see Iron and Steel Articles.		
Picture Backing, in packages	4	
Picture Frames; see Furniture.		
Pictures; see Paintings.		
Pigeons, Clay, in boxes, crates or casks	3	5
Pigeon (Clay) Traps; see Traps.		
Pig Iron; see Iron and Steel Articles.		
Pigs' Feet; see Meats.		
Pineapples; see Fruit, green.		
Pine Fiber Matting	6	
Pine Fiber Refuse; same as Pine Fiber.		
Pins, viz.:		
Clothes, L. C. L.	3	
Clothes, C. L.	5	
Clothes, mixed with Clothes Props and Washboards, C. L.; see Washboards.		
Coupling, iron or steel; see Iron and Steel Articles.		
Dowel, wooden	4	
Insulator; see Telegraph Cross Arms, etc.		
Tents; see Tents.		
N. O. S., in cases	1	
Pipe, viz.:		
Copper, brass and metal, N. O. S.	1	
Same, boxed	3	
Drain or Roofing (pipe and tile), L. C. L.	3	6
Same, C. L.	3	A
Earthen, Drain, Tile or Sewer, C. L.		P
Same, L. C. L.		K
Earthen (not drain), L. C. L.	1	5
Same, C. L.	3	6
Iron; see Iron and Steel Articles.		
Lead, in rolls and reels	4	
Lead, in cases	5	
Sheet Iron, Spiral; see Iron and Steel Articles.		
Stove, and Elbows, L. C. L.	D 1	
Same, C. L., loose or in bundles, straight or mixed, minimum weight 20,000 pounds	3	5

P	Class.	Class, if Released
Pipe— <i>Continued.</i>		
Stove, side seams not closed, viz.:		
Nested and wired or crated, L. C. L.	1	
Same, owner's risk of rust, L. C. L.		3
Nested and wired or crated, or otherwise, C. L., minimum weight		
20,000 pounds	3	5
Tin, boxed	2	
Wood, L. C. L.	3	
Wood, C. L.	4	
Pipe Fittings; see Fittings.		
Pipe Covering, Asbestos; see Asbestos Products.		
Pipes, Organ; see Musical Instruments.		
Pipes, Tobacco, in boxes	1	
Pitch, viz.:		
In barrels, L. C. L.	5	
In barrels or casks, C. L.	K	
Roofing, C. L.	A	
Plaids; see Dry Goods.		
Planers; see Machinery and Machines.		
Planters; see Agricultural Implements.		
Plaster, viz.:		
Calced, L. C. L., 20 per cent. higher than C. L.		
Calced, C. L.		O
Land; same as Agricultural Lime.		
Plaster of Paris, L. C. L.	6	
Same, C. L.	A	
Wall; same as Lime.		
Plaster Boards, L. C. L.		4
Same, C. L.		6
Plaster Castings	D 1	2
Plated Ware, Silver (solid Silverware not taken)	D 1	
Plated Ware (not Silver), and White Ware, to be so described in shipping		
tickets	1	
Plates, viz.:		
Paper and Wooden, packed, L. C. L.	1	3
Paper and Wooden, including Wooden Butter Dishes or Plates, C. L.,		
minimum weight 20,000 pounds	4	6
Wooden Plates or Dishes, nested, packed in crates or boxes, L. C. L.	1	3
Same, C. L., minimum weight 20,000 pounds	4	6
Plows and Plow Material; see Agricultural Implements.		
Plugs, Fire; see Iron and Steel Articles		
Plumbago (ship's option), in boxes, barrels or sacks	6	
Plumbago (ship's option), N. O. S.	5	
Poles, viz.:		
Curtain; see Furniture.		
Fishing; see Fishing Poles.		
Hoop; same as Barrel Material.		
Railway or Electric Light, iron; see Iron and Steel Articles.		
Tent; see Tents.		
Vehicle; see Vehicle Materials.		
Polishing Powders and Compounds; see Powders.		
Polish, metal, packed	3	
Polish, Stove and Shoe; same as Blacking.		
Pop-corn Booths; see Booths.		
Porcelain Ware	1	2
Porch Columns, wooden; same as Sash, Doors and Blinds.		
Porch Support, iron; see Iron and Steel Articles.		
Pork; see Meats.		
Porter; same as Ale.		
Post Hole Diggers	2	
Postoffice Boxes; see Boxes.		
Posts, Hitching, iron images or statutes; see Iron and Steel Articles.		
Posts, Fence, iron; see Iron and Steel Articles.		
Potash, viz.:		
Ball, packed	5	
German, muriate and sulphate, L. C. L.	5	
Same, C. L.	6	
N. O. S.	5	
Potato Flour; see Flour.		
Potatoes; see Vegetables.		
Pots, glass, house, earthen, owner's risk of breakage, C. L.		5
Pots, clay (empty glass receptacles), C. L.	A	
Poultry, viz.:		
Dressed; see Meats.		
Live, in coops or crates, L. C. L.	D 1	1
Same, C. L.; same as Live Stock, horses and mules, C. L., when live		
stock contract is executed.		

P	Class.	Class, if Released.
Powder, viz.:		
Baking and Yeast, L. C. L.-----	3	
Same, C. L.-----	4	
Bleaching; see Lime, Chloride of.		
Cattle, Horse or Condition-----	1	
Explosive; see Explosives.		
Polishing-----	3	
Soap; see Soap Powders.		
Powers, Dog and Horse; see Agricultural Implements.		
Preservative, Food; see Food Preservative.		
Preserves, Fruit Juices, etc.:		
Fruit Juices, in glass, boxed; same as Preserves.		
Fruit Juices, in barrels or kegs-----	3	4
Preserves, Fruit, Butter and Jellies, viz.:		
In glass, packed, L. C. L.-----	1	3
Same, C. L.-----	3	4
In wood, L. C. L.-----	4	
Same, C. L.-----	5	
In cans, boxed, L. C. L.-----	4	
Same, C. L.-----	5	
In glass, packed, in wood or in cans, boxed, mixed, car load-----	5	
Presses, viz.:		
Cider and Cotton; see Agricultural Implements.		
Copying-----	2	
Hay; see Agricultural Implements.		
Printing; see Machinery and Machines.		
Printed Matter, in sheets, boxed, prepaid or guaranteed-----	2	
Printers' Cabinets, boxed or crated-----	1	
Printers' Cases, in bundles or racks, owner's risk of breakage-----	1	
Printers' Rollers-----	1	
Printers' Roller Composition-----	3	
Prints; see Dry Goods		
Prison Work; see Iron and Steel Articles.		
Props, Clothes; see Clothes Props.		
Pruners, Tree; see Agricultural Implements.		
Prunes; see Fruit.		
Pulleys and Pulley Blocks and Wheels; see Machinery and Machines.		
Pulp, Paper-----	A	
Pulp, Wood (fibre)-----	A	
Pulp Board, Wood; see Paper.		
Pumice Stone-----	3	
Pumps and Pump Material, viz.:		
Hand, Endless Chain or Bucket Pumps, L. C. L.-----	1	3
Hand, Endless Chain or Bucket Pumps, detachable parts removed and crated or wired in bundles, L. C. L.-----	3	4
Hand, Endless Chain or Bucket Pumps, C. L., minimum weight 24,000 pounds-----	4	5
Steam Pumps, Pumping Engines and Machinery, L. C. L.-----	3	4
Same, C. L., minimum weight 24,000 pounds-----	4	5
Wooden Pumps and Pump Material, L. C. L.-----	3	4
Same, C. L.-----	4	5
Wooden Tubing, L. C. L.-----	5	
Same, C. L.-----	6	
Purifiers; see Agricultural Implements.		
Putty-----	5	
Q		
Quicksilver, in iron flasks-----	1	
Quills, Goose and Turkey, in bales, barrels, boxes or crates-----	1	
Quilts and Comforts, made of cotton and lined therewith; same as Dry Goods, N. O. S.-----		
R		
Racks, viz.:		
Barrel (Racks and Stands), Portable, in bundles or crates, L. C. L.-----	1	2
Same, C. L.-----	3	4
Bottle (Racks or Coverings), Wooden, completely knocked down and packed in boxes or barrels, L. C. L.-----	3	
Same, C. L.-----	5	
Hat; see Furniture.		
Hay, Iron; see Iron and Steel Articles.		
Meat, in bundles, boxes or crates, set up-----	11/2	
Same, knocked down-----	3	
Music; see Furniture.		
Radiators or Heaters, Steam, viz.:		
Not packed, L. C. L.-----	2	3
Packed, L. C. L.-----	3	4

R	Class.	Class, if Released.
Radiators or Heaters, Steam— <i>Continued.</i>		
Packed or not packed, C. L.	3	5
Rags, viz.:		
Rags, Bone, scrap Iron Mixed, C. L., not less than 20,000 pounds to be charged for	A	
In sacks or crates	3	
In barrels or hogsheds	4	
Pressed in bales	A	
Railing; see Iron and Steel Articles.		
Railroad Car Trucks; same as Car Wheels and Axles; see Iron and Steel Articles.		
Railroad Rolling-stock Equipment (not including Street or Tramway Cars, for which see Vehicles), viz.:		
Cars, Hand, Lever or Crank, for Railway Use, viz.:		
Set up, L. C. L.	1	
Set up, C. L., minimum weight, 20,000 pounds	5	
Knocked down, L. C. L.	2	
Knocked down, released, C. L.; Special Iron Rates.		
Cars, knocked down (i. e., Cars from which trucks or other detachable parts have been removed and loaded on same car with bodies, to be loaded and unloaded by owners, and at owners' risk; Special Iron Rates.		
PASSING MESSENGERS IN CHARGE.		
Messengers in charge of new Coaches will not be passed free, but must pay full fare.		
When it is desired to send a man in charge of Locomotives he may be passed free one way.		
Parlor and Sleeping Cars	15 cents per mile	
Coaches, Baggage, Mail and Express Cars	10 cents per mile	
Box, Cab, Stock or Tank Cars	6 cents per mile	
Coal, Gondola or Dump Cars	5 cents per mile	
Flat Cars upon their own wheels	4 cents per mile	
Flat Cars. When one or more Cars are loaded on a Flat Car the rate will be 3 cents per mile for those loaded on the Flat, and 4 cents per mile for the car on wheels carrying the others.		
Locomotives and Tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot.	15 cents per mile	
Locomotives and Tenders, dead, connecting rods small parts liable to be damaged, to be taken off and boxed	20 cents per mile	
Locomotives and Tenders, loaded wholly on flat cars	25 cents per mile	
Locomotives, loaded on Flat Cars, and weighing less than 40,000 pounds; same as Machinery, N. O. S.		
Raisins; see Fruit, Dried.		
Rakes; see Agricultural Implements.		
Range Boilers; see Boilers.		
Rasps; see Files.		
Rattan	1	
Rat Traps; see Traps.		
Reapers; see Agricultural Implements.		
Red Lead; see Lead.		
Reeds; see Willow Reeds.		
Reels, viz.:		
Cable, Empty, L. C. L.	3	
Same, C. L., minimum weight, 15,000 pounds	5	
Hose (Fire Extinguishers); see Vehicles.		
Hoe, Garden and Lawn, viz.:		
Set up, L. C. L.	D 1	
Knocked down, packed, L. C. L.	1	
Knocked down or set up, C. L.	4	
Reflectors, packed	D 1	1
Refrigerator, or Cooling-room Material; see Furniture.		
Refrigerators; see Furniture.		
Re-gins; see Cotton Sweepings, etc.		
Registers, Cash; see Cash Registers.		
Retorts, viz.:		
Clay, L. C. L.		6
Clay, C. L.; same as Brick, Fire, C. L.		
Copper	2	
Iron; see Iron and Steel Articles.		
Soda Fountain	4	
Rice, viz.:		
Crystal or Prepared, L. C. L.; see Food Preparations, Cereal.		
Crystal or Prepared, C. L., in sacks or bulk, for brewing purposes, shipped direct to breweries	D	
Rough	D	
N. O. S., in boxes or kegs	3	

R	Class.	Class, if Released.
Rice—Continued.		
Cleaned, C. L., minimum weight, 24,000 pounds -----	6	
N. O. S. -----	6	
Rice Bran and Chaff, L. C. L. -----	D	
Same, C. L.; see Fertilizers, C. L.		
Rice Flour, in barrels, kegs or sacks; same as Rice, in boxes or kegs.		
Riddles; see Sieves.		
Ridge Poles, Slate; see Slate.		
Rimlocks; see Locks.		
Rims; see Vehicle Materials.		
Rivets, Iron; see Iron and Steel Articles.		
Roasters, viz.:		
Coffee or Peanut, portable -----	D 1	
Coffee or Peanut, not portable -----	1	
Cotton-seed -----		
Robes, Buffalo -----		1
Rock, viz.:		D 1
Asbestos; see Asbestos Rock.		
Bituminous, in barrels or casks, L. C. L. -----	6	
Bituminous, C. L.; same as Cement, C. L.		
Rods, viz.:		
Curtain; see Furniture.		
Fishing; see Fishing Rods.		
Lightning; see Lightning Rods.		
Wagon Box; see Iron and Steel Articles.		
Rollers, viz.:		
Field and Road; see Agricultural Implements.		
Printers'; see Printers' Rollers.		
Sugar; see Machinery and Machines.		
Rolls, grinding and corrugated; see Machinery and Machines.		
Roof, coating, asbestos; see Asbestos Products.		
Roofing, viz.:		
Asbestos; see Asbestos Products.		
Felt, in bundles or rolls -----	5	
Glass; see Glass and Glassware.		
Granite, packed -----	5	
Iron; see Iron and Steel articles;		
Paper; see Paper.		
Slate, L. C. L. -----	6	
Slate, C. L., Roofing and Paving Slate, 24,000 pounds minimum -----		K
Tin, in rolls; see Tin.		
Tile; see Pipe.		
Root, Angelica, in barrels or boxes -----	1	
Root, Licorice; see Licorice Root.		
Roots and Herbs, viz.:		
Value limited to 6 cents per pound, L. C. L. -----	5	
Same, C. L. -----	6	
N. O. S. -----	3	4
Rope, viz.:		
Bed Cord, L. C. L. -----	4	
Same, C. L. -----	6	
Clothes Line, L. C. L. -----	4	
Same, C. L. -----	6	
Cotton; see Dry Goods.		
Hair -----	1	
Wire -----	5	
N. O. S., L. C. L. -----	4	
N. O. S., C. L. -----	6	
Rope Ladders; see Ladders.		
Rosin -----	S	
Rosin, in barrels, actual weight to be charged for, L. C. L. -----	5	
Rosin, in barrels or casks, actual weight to be charged for, C. L. -----	6	
Rubber Belting; see Belting.		
Rubber Car Springs; see Springs.		
Rubber Clothing; see Clothing.		
Rubber Hose; see Hose.		
Rubber Packing; see Packing.		
Rubber Scraps, old, in bales -----	6	
Rubber Goods, N. O. S. -----	1	
Rugs, N. O. S. -----	1	
Running Gears; see Vehicle Materials.		
Rustic Work, viz.:		
Not boxed or crated -----	3 T 1	1
Crated -----	1	
Entirely boxed -----	2	
Rye -----	D	
Sacks; see Bags.		

R	Class.	Class, if Released.
Saddlery, viz.:		
Collars, Horse, viz.:		
Bark or Shuck	4	
Covered with cotton canvass	3	
N. O. S.	2	
Hames, packed or in bundles	3	
Hardware; see Hardware, Saddlery.		
Harness, in bundles	1	
Harness, boxed	2	
Hooks, Back Band, wire, parts of harness, packed in boxes or bundles	3	
Saddles, not boxed	1	
Saddles, boxed	2	
Saddletrees, not boxed	1	
Saddletrees, boxed	2	
Stirrups, Wooden, in bundles or crates	2	
N. O. S.	2	
Sadiron; see Iron and Steel Articles.		
Safes, Iron; see Iron and Steel Articles.		
Safes, Meat, pantry, kitchen or cheese; see Furniture.		
Sago, in bags, boxes or barrels	3	
Sails	1	
St. John's Bread; see Bread.		
Saleratus	4	
Salt, taken only at actual weight (no matter how packed), viz.:		
Salt specimens, packed	1	
Table	5	
N. O. S., in sacks, L. C. L.	K	
N. O. S., in sacks, C. L.	O	
Salt Cake; see Cake.		
Saltpetre, L. C. L.	5	
Saltpetre, C. L.	6	
Salts, viz.:		
Antimony, in barrels, half-barrels or kegs	1	
Bleaching, in barrels or casks	6	
Bleaching, N. O. S.	4	
Epsom, in barrels or casks, L. C. L.	5	
Epsom, N. O. S., L. C. L.	4	
Epsom, C. L.	6	
Sampe; same as Hominy.		
Sand, C. L.	P	
Sand, Monazite, value limited to \$20 per ton, C. L.		5
Sand, Monazite, value limited to \$20 per ton, L. C. L.		4
Sand or Dust, moulding	5	
Sand, in barrels, N. O. S., L. C. L.	6	
Saratoga Chips; Same as Crackers.		
Sardines; see Fish.		
Sash, viz.:		
Glazed, L. C. L.	1	4
Glazed, C. L.	5	6
Unglazed, knocked down, in bundles, crated, L. C. L.	3	
Same, C. L.	6	
Unglazed, N. O. S., same as Blinds.		
Sash Weights; see Iron and Steel Articles.		
Sauce, Pepper; in glass, packed	1	2
Sauce, N. O. S.	1	
Sauer Kraut, in barrels	4	6
Sausage and Sausage Casings; see Meats.		
Saw Bucks, Wooden, in bundles	3	
Saw Bucks, Wooden, knocked down, in crates or boxes	5	
Sawdust, in barrels	6	
Saw Mills; see Machinery and Machines.		
Saw Plates, Circular, Steel, not finished or teeth cut therein	6	
Saws, viz.:		
Buck, in bundles	1	
Buck, in crates or boxes	2	
Circular, with frames	1½	
Circular, on boards	1	
Drag	1	
Drag, with horse power	5	
N. O. S., loose	1½	
N. O. S., on boards	1	
N. O. S., boxed	2	
Scales—Automatic Weighing Machines; see Machinery and Machines.		
Scales and Scale Beams, viz.:		
Manufactured wholly of iron; see Iron and Steel Articles.		
N. O. S., unboxed, wrapped	1	
N. O. S., knocked down, packed	2	

S	Class.	Class, if Released.
Scenery, including theatrical stage scenery and appliances, theatrical paraphernalia, cycloramas, outfit of dioramas, panoramic outfit, platform lecturer's illustrative apparatus, L. C. L. -----	D 1	
Same, C. L. -----	4	
Scrapers; see Agricultural Implements.		
Screens, viz.:		
Coal, Ashes, Tar, Lime, Liquid or Dry, of wire or perforated iron, L. C. L., -----	3	
Same, C. L. -----	6	
Door or Window, of wire, in bundles, boxes or crates, L. C. L. -----	2	
Door or Window, of wire, owner's risk of breakage, C. L. -----	6	
N. O. S., of wire, owner's risk of breakage -----	D 1	
Screws, viz.:		
Bench, packed -----	4	
Iron or Steel; see Iron and Steel Articles.		
Tobacco; see Machinery and Machines.		
Wood, in casks or boxes -----	2	
Scythes; see Agricultural Implements.		
Scythe Stones -----	3	
Sea Coal; same as Facings, Coal or Iron.		
Sea Grass, Sea Weed or Salt Hay, pressed in bales, L. C. L. -----	3	
Same, C. L. -----	D	
Seamers, for shaping roofing tin; see Machinery and Machines.		
Seat Awnings and Aprons; see Vehicle Materials.		
Seats, viz.:		
Locomotive Cab, spring -----	2	
School; see Furniture.		
Vehicle; see Vehicle Materials.		
Water Closet; see Water Closet Seats.		
Seed, viz.:		
Clover, L. C. L. -----	3	
Clover, C. L. -----	5	6
Corn, in boxes -----	2	
Corn, in barrels or sacks -----	5	
Cotton, Hulled -----		3
Cotton, less than 2 000 pounds -----	3	
Cotton, 2,000 pounds or over, L. C. L. -----	6	
Cotton, C. L. -----	D	
Flax, L. C. L. -----	3	
Flax, C. L. -----	6	
Garden, L. C. L. -----	2	
Garden, C. L. -----	4	
Garden, returned over same line by which originally forwarded -----	6	
Grass -----	3	
Hemp, L. C. L. -----	3	
Hemp, C. L. -----	6	
Linseed -----	3	5
Millet, L. C. L. -----	3	
Millet, C. L. -----	5	6
Mustard -----	3	
Peach Stones, packed -----	6	
Peach Stones, in bulk, C. L. -----		6
Sorghum, L. C. L. -----	3	
Sorghum, C. L. -----	5	6
Timothy, L. C. L. -----	3	
Timothy, C. L. -----	5	6
N. O. S. -----	2	
Separators; see Agricultural Implements.		
Settees; see Furniture.		
Shade Frames and Fixtures; see Iron and Steel Articles.		
Shadines; see Fish.		
Shafting; see Machinery and Machines.		
Shafts; see Vehicle Materials.		
Shavings and Chips, Brewer's, pressed in bales -----	6	
Sheathing, Asbestos; see Asbestos Products.		
Sheathing, Metallic, boxed, crated or in bundles, wired -----	3	
Sheep Dip, liquid or powdered, in packages -----	4	
Sheetings; see Dry Goods.		
Shellac; see Gum.		
Shellers; see Agricultural Implements.		
Shells, viz.:		
Bomb, Old; same as Iron Castings.		
Lake, Small, in barrels, value limited to 50 cents per barrel, prepaid, viz.:		
If not for street or road paving purposes and so specified in bill of lading -----		5
If for street or road paving purposes and so specified in bill of lading, C. L. -----		A
Oyster, Ground, in barrels or kegs -----	A	
Sea, prepaid, L. C. L. -----	D 1	1
Same, C. L. -----	5	
Shelves, Brick Drying; see Brick Drying Shelves.		

S	Class.	Class, if Released.
Shingle Bands, Iron; see Iron and Steel Articles.		
Shingles, viz.:		
Metallic, boxed, L. C. L.	4	
Same, C. L.	6	
Wooden, C. L.; same as Common Lumber.		
L. C. L., 20 per cent. higher than Class K.		
Shipstuf; see Millstuf.		
Shirtings; see Dry Goods.		
Shirts	1	
Shoddy, viz.:		
In sacks	2	
In crates	3	
In bales, described as such.	4	
Shoe Findings; see Findings.		
Shoe Lasts; see Lasts.		
Shoe Pegs; see Pegs.		
Shoe Polish; see Polish.		
Shoes; see Boots.		
Shoes, Horse and Mule; see Iron and Steel Articles.		
Shooks and Heading, in bundles, for barrel, L. C. L., 20 per cent. higher than Class K.		
Same, C. L.	O	
Shorts; see Millstuf.		
Shot, viz.:		
In bags or boxes	2	
In paper bags, boxed and strapped	4	
In kegs or double sacks	6	
Shovels; see Agricultural Implements.		
Show Cards; see Signs.		
Show Cases; see Glass and Glassware.		
Shrinkers, Tire, in bundles, wired	3	
Shrubbery; see Trees.		
Shucks or Husks, in bales, L. C. L.		C
Same, C. L.		K
Shutters, Iron; see Iron and Steel Articles.		
Shuttle Blocks, packed, C. L.	A	
Same, L. C. L.		6
Shuttles, packed	5	
Side Boards; see Furniture.		
Sieves or Riddles, viz.:		
Not Nested, loose or in bundles		3 T 1
Nested, Wire, in bundles, boxes or crates, L. C. L.		1½
Same, C. L.		5
Nested, Tin (Sieves), boxed or crated	2	
Signs, viz.:		
Card, Metallic or Wood, boxed, prepaid	2	
Glass; see Glass and Glassware.		
Trade, not glass, prepaid	1	2
Silex, in barrels	6	
Silicates, Peroxides of, in barrels	3	5
Silk, Raw, viz.:		
Value not specified, taken only by special contract.		
Value specified greater than \$1.00 per pound and less than \$5.00 per pound.	3 T 1	
Value limited to \$1.00 per pound	D 1	
Silverware, Plated; see Plated Ware.		
Silverware, Solid, not taken.		
Singletrees; see Vehicle Materials.		
Sinks, Iron; see Iron and Steel Articles.		
Sinks, Soapstone	1	3
Sizing, for factories	5	
Skeins, Vehicle; see Iron and Steel Articles.		
Skelp, Iron; see Iron and Steel Articles.		
Skewers, Butchers', Wooden	4	
Skins, viz.:		
Deer, pressed in bales	2	
Fur and Peltries, viz.:		
Value limited to 25 cents per pound, in bags	D 1	1
Value limited to 25 cents per pound, pressed in bales	1	2
N. O. S.	D 1	
Sheep, viz.:		
Dry, baled	1	
Green, in bundles	2	
Salted, in bundles	3	
Slashene, in barrels; same as Paste in barrels.		
Slashene, N. O. S.; see Washing Compounds.		
Slate Billiard Table Bed	1	2
Slate Black Boards	2	3
Slate Cisterns, packed	2	3

S	Class.	Class, if Released.
Slate Curbing or Fencing, L. C. L.	4	5
Same, C. L.	5	6
Slate Lintels, Window Sills, Copings, Stairways and Ridge Poles, L. C. L.	3	4
Same, C. L.	4	5
Slate Pencils; see Pencils.		
Slate Mantels; see Mantels.		
Slate Roofing; see Roofing.		
Slates, School, L. C. L.	4	
Same, C. L.	5	
Slats, viz.:		
Bed; see Furniture.		
Trunk; see Trunk Slats.		
Wooden, 12 inches or less in length, 2 inches or less in width, prepared, boxed, L. C. L.	4	
Sledges; see Iron and Steel Articles.		
Sleds, Log; see Vehicles.		
Sleighs; see Vehicles.		
Slush, Soap Stock, or similar material for manufacturing Soap, in barrels	6	
Smokestacks (ship's option)	1	
Snaths; see Agricultural Implements.		
Snuff, viz.:		
In jars, not packed	D 1	
In jars, packed	2	
In casks, barrels or boxes	2	
Soap, viz.:		
Castile and Fancy	2	
Common, in boxes, and so described on package	6	
Common, in barrels; same as Soap, Common, in boxes.		
Soap Powders	5	
Soap Softener, Liquid, in barrels	4	
Soap Stock; see Slush.		
Soapstone, viz.:		
Ground, in barrels or bags, value limited to \$20 per ton, L. C. L.	5	
Soapstone, C. L., Coarse	P	
Soapstone Foot-warmers and Griddles, owner's risk of breakage	3	5
Soda, viz.:		
Bicarbonate of, in sacks		5
Bicarbonate of, in boxes, barrels or kegs, or in wooden, paper, paste-board or iron drums, or in wooden cases	5	
Caustic, in iron casks or drums	6	
Nitrate, L. C. L.	6	
Nitrate, C. L.; see Fertilizers, C. L.		
Silicate	6	
Soda Ash and Sal Soda	6	
Sulphate, L. C. L.	6	
N. O. S., in kegs, boxes or drums	5	
N. O. S., in wooden cans or drums, metal lined	5	
Soda Fountains; see Fountains.		
Soda Fountain Retorts; see Retorts.		
Sofas; see Furniture.		
Softener, Cotton and Wool, in barrels	B	
Softener, Cotton and Wool, N. O. S.	5	
Solder	5	
Sorghum, in barrels or hogsheads	5	6
Spades; see Agricultural Implements.		
Spaghetti; see Macaroni.		
Spelter, in slabs or casks	5	
Spices; see Pepper.		
Spiegel Eisen, L. C. L.	6	
Same, C. L.	A	
Spikes; see Iron and Steel Articles.		
Spindle Boxes, packed	6	
Spiritine, viz.:		
In cans, boxed, L. C. L.	D 1	2
In barrels, L. C. L.	3	
In packages, C. L.	6	
Splices; see Iron and Steel Articles.		
Spokes, Rims and Hubs, and other Wood for Vehicles, rough or finished, packed or in rolls, strapped or securely tied in bundles	A	
Spokes, rough, unturned, crated or in bundles, C. L.		P
Spokes, rough or finished, packed or in rolls, L. C. L.	A	
Sponge	D 1	
Sponge, Iron; see Iron and Steel Articles.		
Spools, Paper	6	
Spool Barrels, packed	6	1
Spools, Cotton, returning to be filled	6	
Spouts; see Conductors.		
Sprayers, Garden; see Agricultural Implements.		
Spreaders; see Agricultural Implements.		

S

	Class.	Class, if Released.
Spring Seats for Locomotive Cabs; see Seats.		
Springs, viz.:		
Bed; see Furniture.		
Car, iron; see Iron and Steel Articles.		
Car, rubber, loose	4	
Car, rubber, boxed	5	
Furniture; see Furniture.		
Seat; see Iron and Steel Articles.		
Vehicles; see Iron and Steel Articles.		
Wire, loose or in bundles, not taken.		
Wire, N. O. L., packed in boxes	2	
Wire, N. O. S., packed in barrels or casks	3	
Sprinklers, Automatic, in boxes	2	
Sprinklers, Street; see Vehicles.		
Stackers, Straw; see Agricultural Implements.		
Stage Coaches; see Vehicles.		
Stairways, Slate; see Slate.		
Stairwork; see Woodwork.		
Stanchions, Cattle	6	
Stands, viz.:		
Barrel, see Racks.		
Hall; see Furniture.		
Music; see Furniture.		
Revolving Display; see Furniture.		
Staples; see Iron and Steel Articles.		
Starch, in boxes	3	
Starch, in barrels, kegs or casks	5	
Stationery	2	
Statuary, viz.:		
Iron; see Iron and Steel Articles.		
Marble or Granite, owner's risk of breakage, chafing or chipping		D 1
Marble or Granite, value limited to 40 cents per cubic foot	D 1	1
Statues, at option of initial road or steamer	3 T 1	D 1
Staves; same as Common Lumber.		
Stay-guards, steel, for Fence Wire; see Wire, Fence.		
Steam Gauges; see Machinery and Machines.		
Steam Heaters; see Radiators.		
Steam Shovels; same as Locomotives; see Railroad Rolling Stock Equipment.		
Steam Yachts; see Boats.		
Steel, packed or unpacked; see Iron and Steel Articles.		
Steel Blooms and Billets; see Iron and Steel Articles.		
Steel Stay Guards, for fence wire; see Wire, Fence.		
Steelyards, unboxed	1	
Steelyards, packed, knocked down	2	
Stereotype Plates, Boxed	1	
Stereotype Plates, newspaper, old, returned to manufacturers, packed	3	
Stills, viz.:		
Copper, crated	1	3
Iron, L. C. L.	1	3
Iron, C. L.	4	
Stirrups, see Saddlery.		
Stone, viz.:		
Artificial, Architectural, owner's risk of breakage; same as Terra Cotta.		
Lithographic	1	2
N. O. S.; see Marble and Granite.		
Stone Dust; see Marble and Granite.		
Stoneware; same as Earthenware.		
Stools, Piano; see Furniture.		
Stop-cock Boxes; see Iron and Steel Articles.		
Stove Boards, boxed or crated	3	
Stove Pipe; see Pipe.		
Stoves, viz.:		
Alcohol, Gas, Gasoline, Oil and Vapor, viz.:		
With Skeleton Frames, boxed or crated, L. C. L.	1½	1
Without Skeleton Frames, boxed or crated	1	2
With or without Skeleton Frames, boxed or crated or loose, C. L., minimum weight 24,000 pounds	3	5
Stoves, N. O. S., Stove Plates, Stove Furniture and Hollowware (shipped with stoves), L. C. L.	1	3
Same, C. L., minimum weight 24,000 pounds	3	5
Straw, pressed in bales		6
Straw Boards; see Paper.		
Straw Bottle Covers; see Covers.		
Straw Braid, for manufacture of Straw Hats, in bales, value limited to \$30.00 per bale	2	
Straw Goods; same as Dry Goods, N. O. S.		
Street Sprinklers; see Vehicles.		
Stretchers, Artists'; see Artists' Stretchers.		

S	Class.	Class, if Released.
Stretchers, Fence, packed or in bundles	3	
Stripes, Domestic; see Dry Goods.		
Stucco Powder, C. L.	A	
Stump Pullers; see Machinery and Machines.		
Sugar, viz.:		
In boxes, not strapped	2	4
In boxes, strapped	4	5
In barrels or hogsheads	6	
In single sacks	2	4
In double sacks; same as in barrels.		
Grape Sugar	6	
Sugar-cane, prepaid	6	
Sugar Rollers; see Machinery and Machines.		
Sulkies; see Vehicles.		
Sulphates; see Ammonia, Potash and Soda.		
Sulphur, viz.:		
In boxes, L. C. L.	1	
In bags, L. C. L.	3	
In barrels, L. C. L.	5	
Packed or in bulk, C. L.	6	
Sulphur Ore; see Ore.		
Sumac, viz.:		
Ground, in bags or barrels, L. C. L.	4	
Same, C. L., minimum weight 20,000 pounds	5	
Leaf, C. L., minimum weight 16,000 pounds	5	K
Leaf, L. C. L.	2	5
Sumac Extract, in barrels or casks	3	5
Surgical Instruments, boxed	D 1	
Swage Blocks; see Iron and Steel Articles.		
Sweepings, Cotton; see Cotton Sweepings.		
Switches and Switch Chairs; see Iron Steel Articles.		
Syrups, viz.:		
Manufactured of cider, in barrels, half-barrels, hogsheads or casks	5	6
N. O. S., in glass, boxed	1	2
N. O. S., in kegs or in cans, boxed	3	4
N. O. S., in barrels or hogshead	5	6
T		
Tables; see Furniture.		
Tackle, Fishing; see Fishing Tackle.		
Tacks, Iron; see Iron and Steel Articles.		
Tacks, N. O. S.	2	
Tags, Tin; see Tin Tags.		
Talc	6	
Tallow, in barrels	B	
Tallow, N. O. S.	5	
Tamarinds, in boxes or kegs	2	
Tan Bark, stick, in sacks, L. C. L., 20 per cent. higher than Class K.		
Tan Bark, stick, C. L., same as Common Lumber.		
Tanks, viz.:		
Iron, not over thirty feet long; same as Boilers.		
Oil, cellar or store, owner's risk of breakage, viz.:		D 1
Empty, loaded in box cars		
Empty, requiring flat or gondola cars, minimum weight 5,000 pounds each		1
Knocked down, with pump, hood and measures packed inside the body of the can		1
Oil Tank Wagons; see Vehicles.		
Water-closet; see Water-closet Tanks.		
Wooden, capable of being loaded in box cars, boxed or crated, set up	2	
Wooden, N. O. S., set up	D 1	
Wooden, packed, knocked down	6	
N. O. S.	3 T 1	
Tapioca, in bags, boxes or barrels	3	
Tar, in barrels, L. C. L.	A	
Tar, in barrels or casks, C. L.	K	
Tar Residuum; same as Tar.		
Targets, Sportsmen's, flying, in barrels or boxes, L. C. L.	1	3
Targets, Sportsmen's, flying, C. L.	3	5
Tea	1	
Teazle Cloth; see Dry Goods.		
Tedders, Horse; see Agricultural Implements.		
Telegraph Cross Arms and Insulator Brackets or Pins	6	
Telephones, boxed	3 T 1	D 1
Tents, Tent Poles and Pins	2	
Terra-Cotta, viz.:		
Architectural, packed in casks or tierces, L. C. L.	2	4
Architectural, C. L.		6

T	Class.	Class, if Released.
Terra-Cotta—Continued.		
N. O. S., in boxes or crates	2	3
Terra Japonica	4	
Tete-a-tetes; see Furniture.		
Theatrical Paraphernalia; see Scenery.		
Thread	1	
Threshers; see Agricultural Implements.		
Tickings; see Dry Goods.		
Ties, Cotton; see Cotton Ties.		
Ties, Hay	A	
Tile, viz.:		
Drain and Roofing; see Pipes.		
Fire, for lining, etc.	4	
Floor and Marble	4	
Hollow, Fireproof, C. L.	4	A
Tiling, Sidewalk, illuminated iron and glass, L. C. L.	3	4
Same, C. L.	4	5
Tin, viz.:		
Japanned, in sheets, owner's risk of wet and rust		3
In shape, for manufacture of cans, nested solid, no other goods in same package	4	
Pig and Block	5	
Scrap, in rolls or bundles, wired or crated	6	
Tin Foil, in boxes	2	
Tin Flour Receptacles; same as Cans, empty.		
Tin Plate, in boxes, charged at actual weight, L. C. L.	4	5
Same, C. L.	5	6
Tin Roofing, in rolls	5	
Tin Tags, lettered, in boxes or barrels, prepaid	4	
Tin Tags, not lettered, in boxes or barrels	4	
Tin Trunk Covering; see Trunk Covering.		
Tinnners' Trimmings, N. O. S.	2	
Tinware, viz.:		
Packed in bureaus, not taken.		
Stamped, nested solid, no other goods in same package	4	
N. O. S., in boxes or barrels	1	
N. O. S., nested, packed in cases	3	
Tipples; see Chutes.		
Tires, Locomotive; see Iron and Steel Articles.		
Tires, Wagon; see Iron and Steel Articles.		
Tobacco, viz.:		
Cut, in boxes, barrels or bales	1	
Leaf, in cases	3	
Leaf, in bales, owner's risk of wet or heating		4
Plug, in boxes or kegs	2	3
Smoking	1	
Tobacco samples, (leaf) weighing not over 100 pounds, same as leaf tobacco in hogsheads.		
Tobacco, unmanufactured, in boxes, crates, bales or baskets	3	4
Tobacco, unmanufactured, in hogsheads or tierces	E	
Tobacco, unmanufactured, loose, not less than 16,000 pounds to be charged for	1	3
Tobacco Barns; see Barns.		
Tobacco Box Material, in shooks, bundles, rough or dressed, C. L.		O
Tobacco Sticks, rough, not wired, prepaid or guaranteed, same as common lumber.		
Tobacco Sticks, any quantity		A
Tobacco, granulators and cleaners; see Agricultural Implements.		
Tobacco, Dryers, K. D., crated or in bundles		6
Tobacco Screws and Fixtures; see Machinery and Machines.		
Tobacco Stems, ground to be manufactured into Fertilizer; same as Fertilizer.		
Tobacco Stems, in hogsheads or bales	6	
Tobacco Sticks, Flues, Baskets and Furnaces, in mixed C. L, 10,000 pounds minimum	4	6
Tobacco Scraps; same as leaf tobacco.		
Tobacco, loose in car, on the stick, loaded and unloaded by owners, C. L., 10,000 minimum	4	
Tobacco sweepings; see Fertilizers.		
N. O. S., packed	6	
Toe Calks; see Iron and Steel Articles.		
Tombstones; see Monuments.		
Tongue, viz.:		
Deer, value limited to 6 cents per pound, L. C. L.	5	
Same, C. L.	6	
N. O. S.; see Meats.		
Tonqua Beans; see Beans.		
Tools, Edge	2	
Tools, Mechanics', boxed	2	
Toothpicks	2	

T	Class.	Class, if Released.
Tops, Vehicles; see Vehicle Materials.		
Tow, in bales, uncompressed	2	
Same, compressed	3	
Towers, viz.:		
Water, parts of fire department apparatus, viz.:		
If at actual weight knocked down	D 1	
If requiring flat or gondola cars, minimum weight, 5,000 pounds	1	
Windmill; see Windmill Towers.		
Toys, viz.:		
Banks, Iron, boxed, solid cases; same as Hardware, boxed, N. O. S.		
Blocks, Alphabet and building, wood or stone	1	
Drums, boxed, owner's risk		D 1
Furniture, Children's, L. C. L.	D 1	
Same, C. L., minimum weight 15,000 pounds, C. L.	1	
Hobby Horses, not boxed	4 T 1	
Hobby Horses, entirely boxed or crated, L. C. L.	D 1	3 T 1
Same, C. L., minimum weight 15,000 pounds	1	
Iron, N. O. S., solid cases	2	
Sleds or Sleighs, Children's, in bundles, L. C. L.	D 1	
Same, C. L., minimum weight 15,000 pounds	1	
Trunks	1½	
Wagons or Carriages (dog), children's, L. C. L.	D 1	
Same, C. L., minimum weight 15,000 pounds	1	
Wagons, N. O. S., set up, L. C. L.	D 1	
Wagons, N. O. S., knocked down, packed	1	
Wagons, N. O. S., children's, C. L., minimum weight 15,000 pounds	1	
Wax Show Figures	D 1	
Wheelbarrows, Children's, in bundles, L. C. L.	D 1	
Same, C. L., minimum weight 15,000 pounds	1	
Mixed packages of toys	D 1	
N. O. S.	1	
Trains, Sugar; see Agricultural Implements—mills.		
Traps, viz.:		
Animal, Iron or Steel; see Iron and Steel Articles.		
Clay Pigeon or Glass Ball, in bundles, crates or boxes	3	5
Fly	D 1	
Mouse and Rat	1	
Sewer Gas or Grease, viz.:		
Made of iron; see Iron and Steel Articles.		
Made of lead, loose	2	3
Made of lead, in barrels or boxes	3	4
Traveling Bags; see Bags.		
Trays, Brick; see Brick Trays.		
Trays, Gas, Wooden, in packages, L. C. L.	4	
Tree Nails	6	
Tree Nails, C. L., 20 per cent. higher than Class P.		
Trees and Shrubbery, viz.:		
Baled, prepaid or guaranteed, L. C. L.	D 1	2
Same, C. L.	1	3
Boxed, prepaid or guaranteed, L. C. L.	1	3
Same, C. L., 20,000 pounds minimum	2	5
In bulk, C. L., owner's risk of loss or damage by heating, freezing or improper packing, loaded and unloaded by owners, prepaid or guaranteed, minimum weight 20,000 pounds		3
Tricycles; see Vehicles.		
Tripe; see Meats.		
Tripoli	5	
Trucks, viz.:		
Car; see Iron and Steel Articles.		
Electric Motor, L. C. L.	5	
Same, C. L.	6	
Warehouse and Factory	3	
Trunk Clamps, Metal, in boxes	2	
Trunk Covering, Iron or Tin, boxed, L. C. L.	2	3
Same, C. L.		4
Trunk Slats, Wooden, 24 inches in length or over 2 inches wide, ½ inch or more thick, in bundles or crates, L. C. L.	4	
Same, C. L.	6	
Trunks, viz.:		
Cord or wrapped, filled with personal effects	3 T 1	1
Cord or wrapped, empty or filled with merchandise	1	
Not corded or wrapped, filled with merchandise	D 1	
Packing, nested	1	
Sample, empty	D 1	1
Sample or other kinds, when containing samples should take the classification provided for Trunks filled with merchandise.		
N. O. S.	D 1	
Tubes, viz.:		
Carbonic Acid Gas; see Cylinders.		
Iron, for holding of acids; see Iron and Steel Articles.		

T	Class.	Class, if Released.
Tubes— <i>Continued.</i>		
Paper, for winding yarn thereon, boxed; see Paper Tubes.		
Pasteboard, for use in cotton factories, packed	2	
Tubing, Iron; see Iron and Steel Articles.		
Tubs, viz.:		
Bath, not boxed	D 1	
Bath, boxed	1	
Bath, Folding, wrapped, crated	1	2
Bath, Iron; see Iron and Steel Articles.		
Bath, nested	2	
Soapstone	1	3
Wooden, Tubs, N. O. S., pails or firkins, nested, covers thereof nested,		
L. C. L.	1	3
Same, C. L., minimum weight 20,000 pounds	4	6
N. O. S.; same as Woodenware.		
Tumbler Washers; see Washers.		
Tumblers; see Glass and Glassware.		
Turf, Grass, in bundles or crates, L. C. L.		6
Same, C. L.		A
Turnips; see Vegetables.		
Turn Buckles; see Iron and Steel Articles.		
Turntables; see Machinery and Machines.		
Turpentine, Crude, in barrels, L. C. L.	5	
Turpentine, Crude, in barrels, casks or tank cars, C. L.	6	
Turpentine, Spirits of, viz.:		
In cans, boxed	D 1	2
In barrels, L. C. L.	3	5
In barrels, casks or tank cars, C. L.	6	3
Tuyres (or tyres)	2	
Twine, viz.:		
Binders', packed in bales, L. C. L.	4	
Sams, C. L.	6	
Cotton; see Dry Goods.		
Paper, when so described on package	3	
N. O. S.	3	
Type, boxed	2	
Type, Old, in boxes, barrels or kegs	3	
Type Metal, in pigs	4	
Typewriters, boxed	D 1	1
U		
Umbrellas, boxed	1	
Urns, iron; see Iron and Steel Articles.		
V		
Valves, Metal, boxed	2	
Valves, Metal, in barrels, kegs or casks	3	
Varnish, viz.:		
In cans, not boxed	1	
In cans, boxed	2	
In barrels, casks or kegs, L. C. L.	3	
Same, C. L.	4	
Vaseline, in glass, packed	1	
Vaseline, in cans, packed	2	
Vaults and Vault Work; see Iron and Steel Articles.		
Vegetables, Dried	4	
Vegetables, in cans, L. C. L.	4	
Same, C. L.	5	
Vegetables not Canned or Dried, viz.:		
NOTE.—Mixed car-loads of Apples, Beets, Cabbage, Onions, Potatoes and Turnips may be taken at the same rate as straight car-loads of either article.		
Beets in barrels, L. C. L.	3	6
Beets, in barrels, crates, boxes or in bulk, C. L.		6
Cabbages, packed, L. C. L.	3	6
Cabbages, in barrels, crates, boxes or in bulk, C. L.		6
Onions, in sacks, L. C. L.	3	5
Onions, in barrels or crates, L. C. L.	3	6
Onions, in barrels, crates, boxes, sacks or in bulk, C. L.		6
Potatoes, in sacks, L. C. L.	3	5
Potatoes, in barrels, actual weight, L. C. L.	3	6
Potatoes, in barrels, crates, boxes, sacks or in bulk, C. L.		6
Turnips, L. C. L.	3	6
Turnips, in barrels, crates, boxes or in bulk, C. L.		6
N. O. S., prepaid or guaranteed		3
Vegetole (a compound of Lard), packed in cases, tubs, half-barrels, barrels or tierces		B

V	Class.	Class, if Released.
Vehicles, charged at actual gross weight, unless otherwise specified, viz.:		
Barrows, Furnace, Charging, viz.:		
Set up, L. C. L.	3	
Wheels and movable iron parts detached, L. C. L.	4	
Same, C. L.	6	
Brick Trucks and Clay Carts, manufactured of iron and wood, for use on portable railway tracks, viz.:		
Set up, L. C. L.		4
Smaller parts boxed, L. C. L.		5
Set up or knocked down, C. L., minimum weight, 24,000 pounds		6
Cars, viz.:		
Cane; same as Cars, Logging or Mining.		
Coke, or Larries; same as Cars, Logging or Mining.		
Logging or Mining, set up, L. C. L.		4
Logging or Mining, smaller parts boxed, L. C. L.		5
Logging or Mining, set up or knocked down, C. L.		6
Street or Tramway (operated either by steam, cable, horse or electric power) single	D 1	
Same, C. L., two or more on a car, minimum weight, 20,000 pounds	5	
Carriages, Buggies and Trotting Wagons, viz.:		
Set up, L. C. L.	4 T 1	3 T 1
Knocked down, boxed or well crated, value over \$15 per 100 pounds	3 T 1	D 1
L. C. L.		
Knocked down, boxed or well crated, value limited to \$15 per 100 pounds, L. C. L.	D 1	1½
Boxed or well crated, C. L., minimum weight, 10,000 pounds	1	2
Loose, C. L., minimum weight, 24,000 pounds	3	4
Carriages and Wagons, Children's, viz.:		
Set up, not boxed	3 T 1	
Set up, boxed	D 1	
Knocked down, in boxes, bundles or crates	1	
Carts, viz.:		
Barrel, wheels and shafts detached and crated, L. C. L.	2	4
Same, C. L., minimum weight, 24,000 pounds	4	6
Clay, for use on Portable Railway; see Brick Trucks.		
Farm and Lumber; see Wagons.		
Road, Village or Pleasure; same as Buggies.		
Drays; same as Wagons, Farm.		
Fire Extinguishers on wheels (not Steam Fire Engines, Hose Reels, etc.); see Extinguishers.		
Gigs and Sulkies, viz.:		
Set up, L. C. L.	4 T 1	3 T 1
Knocked down, boxed or well crated, L. C. L.	3 T 1	D 1
Boxed or well crated or loose, C. L.; same as Carriages, Buggies and Trotting Wagons, C. L.		
Hearses, Single	4 T 1	3 T 1
Hose Reels and Hook and Ladder Trucks; same as Carriages.		
Oil Tank Wagons, viz.:		
Knocked down	1	
Requiring flat or gondola cars for transportation, minimum weight, 4,000 pounds each	1	
N. O. S., minimum weight, 3,000 pounds each	1	
Omnibuses, single	4 T 2	3 T 1
Omnibuses, C. L., two or more on car, minimum weight, 20,000 pounds.	5	
Sleds, Log; see Wagons, Farm.		
Sleighs, viz.:		
Set up, L. C. L.	4 T 1	3 T 1
Boxed or crated, L. C. L.	3 T 1	D 1
Boxed or crated, C. L., minimum weight, 15,000 pounds.	3	4
Stage Coaches, single	4 T 1	3 T 1
Street Sprinklers	D 1	1½
Velocipedes, Bicycles or tricycles, viz.:		
Set up, not boxed or crated, not taken.		
Set up, crated	3 T 1	
Set up, securely boxed	1½	
Partly knocked down, boxed or crated	D 1	
Knocked down, crated	D 1	
Knocked down, boxed	1	
Railroad Velocipedes.	1	
Velocipede, Bicycle or Tricycle Parts; see Vehicle Materials.		
Wagonettes, Passenger and Platform Spring Wagons or Trucks, set up, L. C. L.	D 1	1½
Same, knocked down, boxed or well crated, L. C. L.	1½	1
Wagons, mining:		
Set up, L. C. L.		4
Smaller parts boxed, L. C. L.		5
Set up or knocked down, C. L.		6

V	Class.	Class, if Released.
Vehicles, etc.—Continued.		
Wagons and Carts, Farm or Lumber, viz.:		
NOTE.—The classification of "Wagons and Carts, Farm or Lumber" is intended to apply only on rough, cheap, farm or lumber wagons and carts, with or without springs, and is not intended for buggies or varnished pleasure or business wagons, for which provision is made in the foregoing.		
Set up, L. C. L.	D 1	1½
Taken apart and thoroughly knocked down, L. C. L.	3	4
Set up or knocked down, C. L., minimum weight 24,000 pounds.	4	6
Vehicle Materials, viz.:		
Bodies; see Wheels.		
Box Rods, Wagon, in bundles; see Iron and Steel Articles.		
Boxes and Skeins, Iron; see Iron and Steel Articles.		
Boxes and Skeins, Iron, shipped on Axles; see Iron and Steel Articles.		
Brakes, Wagon, Iron; see Iron and Steel Articles.		
Brake Ratchets, Wagon, Iron; see Iron and Steel Articles.		
Dashers, Buggy, boxed or crated	1	
Fifth Wheels, viz.:		
Loose or tied in bundles or in boxes, L. C. L.	2	
Packed in barrels, L. C. L.	5	
Packed or loose, C. L.	6	
Running Gears, viz.:		
Speeding, Training, Phaeton, Village or Road Cart	D 1	
Ironed and in the White, in bundles or crates	1½	
Ironed and in the White, in bundles or crates, knocked down	1	
Seat Awnings and Aprons, Wagon, not leather, knocked down flat	2	
Seats, Carriage, Buggy and Wagon	2	
Shafts and Poles, Carriage and Buggy, fully wrapped, shipped separate from vehicles	D 1	1
Shafts, Bows, Felloes, Singletrees, Spokes, Hubs and Rims, Wood, unfinished, L. C. L.	4	5
Same, C. L., minimum weight 24,000 pounds	5	6
Singletrees and Doubletrees, viz.:		
Finished, boxed, crated or in bundles	2	
Ironed and partly finished, boxed or crated	4	
Ironed and partly finished, in bundles	4	
Same, C. L.	6	
Springs, Seat and Carriage, Iron; see Iron and Steel Articles.		
Tires, Wagon; see Iron and Steel Articles.		
Tops, Carriage and Buggy, viz.:		
Set up, boxed or crated	3 T 1	
Knocked down flat, folded or wrapped	D 1	
Knocked down flat, boxed or crated	1½	
Velocipede, Bicycle or Tricycle Rims or other parts, N. O. S., in packages	1	
Wheels, Carriage and Wagon, Finished, in crates or bundles (loose, not taken), L. C. L.	2	
Wheels and Bodies, Unfinished, L. C. L.	3	
Same, C. L., minimum weight 15,000 pounds	5	
Wagon Parts, Wood, Unpainted, N. O. S., knocked down and packed in crates or bundles	5	
Velocipedes; see Vehicles.		
Veneering, not boxed	D 1	
Veneering, boxed	1	
Vermicelli; see Macaroni.		
Vinegar, viz.:		
In wood	4	5
In wood, prepaid	5	6
N. O. S.	1	2
Vinegar Shavings or Chips, in bags	5	
Vises, Iron; see Iron and Steel Articles		
Vitriol, Blue; see Bluestone.		
W		
Wadding	D 1	
Wagon Jacks; see Jack Screws.		
Wagons; see Vehicles.		
Wainscoting; see Woodwork.		
Wall Cases; see Furniture.		
Wall Finish, viz.:		
Alabastine, in kegs, barrels or boxes	6	
Anti-kalsomine or Diamond Wall Finish, except in boxes; same as Paints.		
Anti-kalsomine or Diamond Wall Finish, in boxes; same as in Kegs.		
Kalsomine; same as Paints.		
Lime, Liquid, prepared for Whitewashing, canned and packed	5	
Muraline, Dry, in barrels, kegs or boxes	6	
Muresco, Dry, in barrels, kegs or boxes	6	

W	Class.	Class, if Released.
Walnuts; see Nuts.		
Wardrobes; see Furniture.		
Warp; see Dry Goods.		
Wash Boards, L. C. L.	3	
Wash Boards, C. L.	5	
Wash Boards, Clothes Props and Clothes Pins, mixed, C. L.	5	
Washers, Iron; see Iron and Steel Articles.		
Washers, Tumbler, fully boxed	3 T 1	1
Washing Compounds	4	
Washing Crystals	4	
Washing Fluid, in carboys, boxed		1
Washstands; see Furniture.		
Waste, viz.:		
Cotton; see Cotton Sweepings, etc.		
Woolen, Jute or Tailings, in bags	2	
Woolen, Jute or Tailings, pressed in bales	6	
Water, viz.:		
Aerated (such as Moxie); same as Water, Mineral.		
Ammonia; see Ammonia Aqua.		
Mineral, in glass or stone, packed, L. C. L.	3	4
Same, C. L.	5	6
Mineral, in wood, L. C. L.	4	5
Same, C. L.	5	6
Water-closets, iron; see Iron and Steel Articles.		
Water-closet Cisterns, iron; see Iron and Steel Articles.		
Water-closet Tanks and Seats, wooden, crated or boxed		3
Water-coolers and Filters; see Filters.		
Water Gates, iron; see Iron and Steel Articles.		
Watermelons, C. L., prepaid or guaranteed		0
Wax, viz.:		
Bees	3	
Paraffine	1	
N. O. S.	2	
Wax Comb Foundation, boxed	2	
Wax Extractors, crated	1	
Webbing, Backband; see Dry Goods.		
Webbing, Cotton; see Dry Goods.		
Wedges; see Iron and Steel Articles.		
Weighing Machines; see Machinery and Machines.		
Well Curbing	2	
Whalebone	1	
Wheat	D	
Wheat, Cracked, viz.:		
In boxes, bags or sacks, L. C. L.	4	
Same, C. L.	5	
In barrels, L. C. L.	5	
Same, C. L.	6	
Wheelbarrows, viz.:		
Wood, set up, L. C. L.	13/2	
Iron, set up, L. C. L.	3	
Iron or wood, with legs or sides, packed separately or in trays, L. C. L.	3	
Iron or wood, knocked down flat, legs, wheels and handles detached and fastened to barrows, L. C. L.	3	
Iron or wood, knocked down flat, trays nested and strapped, racked or boxed, L. C. L.	4	
Iron or wood, knocked down, trays nested and strapped, legs, wheels and handles packed separately, L. C. L.	4	
Iron or wood, C. L., minimum weight 20,000 pounds.	6	
Wheel flanges; see Iron and Steel Articles.		
Wheels, viz.:		
Agricultural Implements, iron; see Agricultural Implements.		
Car; see Iron and Steel Articles.		
Pulley; see Machinery and Machines.		
Vehicle; see Vehicle Materials.		
Water; see Machinery and Machines.		
Well; see Iron and Steel Articles.		
Whetstones, sand, packed	3	
Whetstones, sand, when shipped with grindstones, and together there-with making a full car load	6	A
Whips	1	
Whiskey; see Liquors.		
White Lead; see Lead, White.		
Whiting, viz.:		
In boxes	3	
In barrels	6	
N. O. S.	5	
Willow Reeds, in bales	2	
Willowware	D 1	
Willowware Baskets; see Baskets.		

W	Class.	Class, if Released.
Windlasses, iron; see Iron and Steel Articles.		
Windmills, knocked down, in bundles and boxes	3	
Windmill Towers, knocked down, or materials for (described as such), cut to dimensions or fitted, L. C. L.		3
Same, C. L.		5
Window Casings; see Woodwork.		
Window Shades and Rollers	1	
Window Shade Cloth and Hollands; see Dry Goods		
Window Sills, Slate; see Slate.		
Wines, see Liquors, Alcoholic.		
Wines, High; see Liquors, Alcoholic.		
Wire, viz:		
Copper and Insulated, on reels or in coils	3	
Coppered or Steel	4	
Fence, barbed or otherwise, in reels or coils, owner's risk of wet or rust	6	
Iron or Steel, N. O. S.	4	
Mattress and Bed Spring, steel or coppered, owner's risk of wet and rust, in coils, barrels or casks	4	5
Telegraph or Telephone, not insulated or enameled	6	
N. O. S.	3	
Wire Cable; see Cable.		
Wire Cloth, in rolls, L. C. L.	2	
Same, C. L.	6	
Wire Fence Staples; see Iron and Steel Articles.		
Wire Fencing, iron	5	
Wire Fencing, combination of wood and iron	5	
Wire Mattresses; see Furniture		
Wire Netting (for covering cotton bales), in rolls; same as Wire Fencing.		
Wire Netting, in rolls, owner's risk of wet and rust, L. C. L.		2
Same, C. L.		4
Wire Rope; see Rope.		
Wire Screens; see Screens.		
Wire Springs; see Springs.		
Wire, steel stay guards for fence wire; same as Wire Fence.		
Wire work, woven, Table, Toilet and Household Articles, boxed or crated	3 D 1	1
Wire work, Racks, Stands, Vases, Signs and Figures, boxed or crated	2 T 1	D 1
Wire goods, N. O. S., boxed	1	
Wood, viz:		
Firewood, see Special Circular, No. 14.		
Cedar, in shape for lead pencils, packed, L. C. L.	3	
Same, C. L.	5	
Dye; see Dyewood.		
Wood Filler, liquid, in cans or pails, securely covered and crated or boxed or packed in barrels or casks	4	5
Wooden Tobacco Barn Material, L. C. L.		A
Wooden Tobacco Barn Material, C. L.		O
Wooden Blocks, Butchers'; see Blocks.		
Wooden Buckets and Pails, C. L., 15,000 pounds minimum	4	5
Wooden Butter Dishes, packed in cases, L. C. L.	5	
Wooden Covers; see Covers.		
Wooden Screws; see Screws.		
Wooden Skewers, Butchers'; see Skewers.		
Wooden Ware, N. O. S., (not Willow Ware)	1	3
Woodwork, viz:		
Balusters, Wainscoting, Stair Work, Paneling, Window Casings, all of oak or other hard woods, for inside finish of houses, in bundles, crates or boxes, L. C. L.	2	4
Same, C. L.	4	6
Cornice, Wooden, for windows, doors or inside finish, L. C. L.	2	
Same, C. L.	4	
Cornice, Wooden, for outside finish; see Mouldings, Wooden.		
Wool, viz:		
Mineral	3	5
Washed, in bags, not pressed	2	
Unwashed, in bags, not pressed	4	
Wool Softener; see Softener.		
Woolen Goods; see Dry Goods.		
Woolen Goods mixed with Cotton Goods; see Dry Goods.		
Wrenches; see Iron and Steel Articles.		
Wringers, Clothes, not packed	D 1	
Same, packed	2	

Y	Class.	Class, if Released.
Yachts, Steam; Boats.		
Yarns; see Dry Goods.		
Yeast, in wood	3	
Yeast Cakes in boxes	3	
Yeast Powders; see Powders.		
Yellow Metal, Copper and Zinc combination, in sheets or plates, boxed or crated	2	
Yokes	1	
Z		
Zinc, viz.:		
In sheets or rolls	4	
In blocks or pigs, L. C. L.	5	
Same, C. L.	6	
Zinc and Copper Composition; see Yellow Metal.		
Zinc Cornices; see Cornices.		
Zinc Dust, in casks or barrels	6	
Zinc Ore; see Ore.		
Zinc Oxide	5	
Zinc Paints; see Paints.		
Zincs, Battery, in boxes or barrels, L. C. L.	3	
Same, C. L.	6	

REPORTS AND DECISIONS

OF THE

BOARD OF RAILROAD COMMISSIONERS.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

NORFOLK AND SOUTHERN RAILROAD COMPANY
TO
THE COMMISSION.

January 30, 1894.

This was a petition filed January 31, 1894, while the Commission was in session at Raleigh, asking the consent of the Commissioners to a change of location of defendant's station houses at Winfall and Hertford. Petitioner filed a printed notice of its intended petition, which had been given according to the rule heretofore prescribed, and which had been published in a newspaper published in the town of Hertford. No objection to the petition and it appearing reasonable, it was adjudged that the consent of the Commissioners be given to the change of location mentioned in the petition.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

THE NORTHAMPTON AND HERTFORD RAILROAD COMPANY
TO
THE COMMISSION.

January 30, 1894.

At a session of the Commission at Raleigh, January 30, 1894, the said company submitted its Freight and Passenger Tariff for the examination and approval of the Commission.

Upon consideration thereof, the rates set out appearing reasonable, it was adjudged by the Commission that the tariff submitted be and the same is hereby approved, and it was further adjudged that the Clerk of the Board issue Circular No. 35, in accordance with this judgment.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.ROBERT M. SMYTHE, *Complainant*,*v.*

WILMINGTON AND WELDON RAILROAD COMPANY.

January 30, 1894.

This case was called at a session of the Commission at Raleigh January 30, 1894, and it appearing that the complaint demands the same relief as that demanded in the case of Pittman *v.* Wilmington and Weldon Railroad Company, already disposed of, and that the relief has been granted, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.IVEY, *Complainant*,*v.*

RICHMOND AND DANVILLE RAILROAD COMPANY.

January 30, 1894.

Complaint filed November 29, 1893, and served December 15, following, alleging that plaintiff was required by defendant's conductor to pay thirty-five cents for fare between Cary and Raleigh, on defendant's line, a distance of eight miles, while the regular fare for the car in which complainant traveled was 20 cents between said points.

The Clerk of the Board was directed to address the following communication to the complainant:

"Your letter, bearing date November 28, received, and has been considered by the Commission, and I am instructed to say: first, to call your attention to Rule 6, page 37, of the Railroad Commissioners' Report for the year 1891, which reads as follows: 'No more than the standard passenger tariff shall be charged passengers from flag stations or other stations where tickets are not kept on sale.' See, also, Rule 7, same page. Rule 8, page 38, reads as follows: 'Where a railroad company has provided agent and officers for the sale of tickets, and the passengers, for the want of proper diligence, fail to supply themselves therewith, before getting on the train, then the conductor may charge, in addition to the regular fare, as follows: for ten miles or under, 10 cents; for twenty miles and over ten, 20 cents.' Rule 2 reads as fol-

lows: 'No more than the schedule of passenger rates shall be charged where the ticket office at any station shall not have been open for a reasonable time before the departure from a station of the train upon which the passenger intends to be transported.' If the regular rate of passenger fare for second-class tickets from Cary to Raleigh is twenty cents, then the conductor should not have charged you but thirty cents; that is, ten cents in addition to the regular fare. If this is the case, and you desire the over-charge, advise the Commission, and the matter will have further consideration."

This communication, together with the conductor's receipt for the fare, was served on defendant at same time with complaint, and also reply of the complainant, from which it appeared that the real subject of complaint was not the over-charge, but Rule 8, which allowed the defendant to charge the complainant ten cents additional for his failure to supply himself with a ticket at Cary. From his complaint and reply, it appeared that the complainant had not brought himself within the exception of Rule 2. These Rules were adopted after much consideration, and the Commission can see no reason for revoking them.

At a session of the Commission at Raleigh, January 30, 1894, this case was called, and it appearing that no further investigation or order was required, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

P. P. GARNER, *Complainant*,

v.

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY AND OTHERS.

January 30, 1894.

Complaint for unreasonable delay in forwarding freight from Newport, a station on the line of the Atlantic and North Carolina Railroad, to Merry Oaks, a station on the line of the Raleigh and Augusta Railroad, and asking recompense for the loss sustained. Complaint was first filed against the Atlantic and North Carolina Railroad Company, August 19, 1893, and answer thereto filed September 5, 1893.

Upon an investigation, the complaint was, on the 6th of September following, served upon the Raleigh and Augusta and Raleigh and Gaston Railroad Companies, and the following communication, at the

same time, addressed to J. C. Winder, General Manager of the Seaboard Air-Line System :

"From investigation in the above case, the following facts appear:

"1. On April 5, the plaintiff Garner shipped from Newport fourteen sacks of potatoes, consigned to Robert Yates, Merry Oaks, N. C.

"2. Said potatoes were delivered on April 6 by the Atlantic and North Carolina Railroad to the Richmond and Danville Railroad at Goldsboro.

"3. At 6 o'clock p. m., on April 7, said potatoes were delivered to Seaboard Air-Line at Raleigh and loaded on the 8th, and having been put in the wrong car were forwarded, through mistake, on the 10th to Portsmouth; on April 14, were returned to destination at Merry Oaks, N. C.

"4. Said potatoes were sold for the freight, consignee refusing to take them.

"5. Plaintiff Garner claims damage to the amount of \$17.85.

"The Raleigh and Augusta Railroad Company and Raleigh and Gaston Railroad Company, composing in part the Seaboard Air-Line System, will within thirty days make answer and show cause why said damages should not be paid to the plaintiff for the delay in shipment complained of."

The General Manager answered on September 22, admitting the irregularity and delay in the shipment, but denying that the plaintiff had suffered any loss.

The case was heard at a session of the Commission at Raleigh, October 17, 1893, when General Manager Winder appeared in person for defendant, the plaintiff not appearing, and was continued for further consideration. Pending the investigation of the damages complained of, the Commission was advised that defendant had proposed to settle the same by compromise.

At a session of the Commission at Raleigh, January 30, 1894, this case was called for a final hearing and it appearing that the controversy had been settled by the parties, and that no further investigation was required, the complaint was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.J. VAN LINDLEY, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

January 30, 1894.

The complaint was filed December 26, 1893, in which it was alleged that the complainant, who is the owner and operator of the Pomona Hill Nurseries near Greensboro, N. C., consigned to his agent, J. M. Shoffner, at Wilson, N. C., three large boxes of fruit trees, marked "J. Van Lindley's Agent," on the 27th of October, 1893, having previously thereto notified his patrons, one hundred and eighty-two in number, to whom said trees had been sold by said Shoffner, to meet his said agent on that day at Wilson to receive their trees; that said Shoffner had been for six months previous in and around Wilson making said sales, and was well known as his agent throughout that section and by defendant's agent at Wilson; that on said day Mr. Shoffner applied to defendant's agent for said articles and their delivery was refused, because he could not produce the bill of lading which had been marked to him and lost; that he then proposed to get some one in town to identify him, and this was refused; that complainant's patrons had been waiting for their delivery, many of them living at a distance, and becoming impatient, having complied with their contract, went off, refusing to receive their trees, causing a loss to complainant of not less than \$200; that about 3 o'clock P. M. Mr. J. T. Moore, a citizen of Wilson, hearing of the matter prevailed upon defendant's agent to deliver the trees, assuring him that Mr. Shoffner was the agent of the complainant; that this unreasonable delay caused the complainant a loss of not less than \$200; that Mr. Shoffner tendered the freight when he applied for the articles. The complainant demanded recompense for the injury.

The defendant answered on December 29, 1893, denying that its agent, Mr. Farmer, knew the complainant's agent, and alleging that when the latter asked for the articles, that its agent first demanded the bill of lading and when informed by Mr. Shoffner that he had none and no order or other paper-writing showing that he was authorized to receive said articles, that he then advised him to wire Mr. Van Lindley or to get some one to identify him; that this was about 9 o'clock A. M., and about 1 o'clock P. M. Mr. Shoffner returned with Mr. Moore who identified him as Mr. Van Lindley's agent, when the trees were promptly delivered to him.

The case was set for hearing at a session of the Commission at Raleigh January 18, 1894, when the complainant appeared in person and was examined as a witness in his own behalf. The defendant appeared through its assistant general freight agent, Mr. H. M. Emerson.

There was other testimony besides that of Mr. Shoffner, who was also examined as a witness for complainant.

The further hearing of the case was continued to another session of the Commission at Raleigh, January 30, 1894, when it was agreed that Mr. Farmer should appear before the Commission as a witness for defendant, and that as to other witnesses either party might produce the affidavits of said other witnesses, and said affidavits might be considered by the Commission as competent testimony.

Mr. Farmer was examined as a witness for the defendant, and the affidavit of Mr. J. T. Moore and others filed.

The complainant was present and, after hearing the testimony of defendant and the cross-examination of Mr. Farmer, asked to withdraw the complaint and that no recompense be adjudged in his favor.

The Commission proceeded to enquire whether the defendant had violated any provision of the act creating the Commission, or any rule or regulation made in pursuance of it by an unreasonable refusal to deliver the articles mentioned to complainant's agent at Wilson on October 27, 1893.

It appeared that on that day, between 8 and 9 o'clock A. M., complainant's agent, Mr. Shoffner, came to defendant's depot in Wilson and asked of its agent, Mr. Farmer, the delivery to him of the articles named, tendering the freight due on the same; that he was not known by Mr. Farmer or any of his clerks, and was asked to present his bill of lading or some paper-writing to show that he was authorized to receive said articles; that he answered, saying he had none; that he was then advised to wire the complainant for an order or to get some citizen in Wilson to identify him; that afterwards, between 1 and 2 o'clock P. M., he brought Mr. Moore before defendant's agent who identified him as complainant's agent, and the articles were delivered at once to him.

The Commission concludes that there was no unreasonable refusal or delay in delivering the articles mentioned in the complaint. The loss complained of was due to the failure of Mr. Shoffner to identify himself as the agent of Mr. Van Lindley.

The Commission has been careful in the investigation and statement of this case because of the merits of the complaint. The action is dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,W. H. YOPP, *Complainant*,

v.

WILMINGTON, NEWBERN AND NORFOLK RAILROAD COMPANY.

January 30, 1894.

Complaint filed November 29, 1893, alleging that the rate on fish from Jacksonville, N. C., to Wilmington, N. C., was excessive.

From the complaint and exhibits filed as a part of it, it appeared that the rates charged from Folkstone to Wilmington, a distance of 35 miles, were 35 cents per 100 pounds, and from Jacksonville to Wilmington, a distance of 51 miles, 45 cents per 100 pounds.

The complaint was served and answer filed December 7, 1893, by J. W. Martenis, General Freight Agent of the defendant, as follows:

"I find on looking over these freight bills that the freight has been billed 1st class and according to the regular classification. Last year we billed all fish from New River points to Wilmington at 2d class rates; but, on issuing our new Tariff No. 1, dated August 1, 1893, and as we reduced all our local rates of this tariff, all previous rates were abrogated, and now we hold as closely as possible to our local business. On our through business we charge 2d class.

"We have a steamboat which makes daily trips on New River, making connection with our train, and was put on to encourage the fish and oyster business on New River; and up to the present time we have not received business enough to pay the salaries of the men running on the boat, saying nothing of the other expenses incident to handling this freight. Regarding the comparison of freight mentioned in Mr. Yopp's letter via the A. C. Line to Richmond, Washington and Baltimore, would say that these are extremely low rates, and are made only to these competitive points. All local shipments of fish take the 1st class rate on the A. C. Line. For instance, their rate to Florence on fish is 55 cents, to Rocky Mount 52 cents, and Weldon 54 cents per 100 pounds; and this on fish given to them at their Wilmington station without any outlay on their part to procure same."

At a session of the Commission January 3, 1894, a copy of the answer was furnished the complainant, and the following communication addressed to the defendant's agent, Mr. Martenis:

"In regard to the complaint of Mr. Yopp as to rate on fish from points on your road to Wilmington, it appears that he has some cause for making it.

"The Commission cannot see why it would not tend as much to the

development of the fish interest to give Wilmington the same rate as is given by you to points on the Wilmington and Weldon Railroad and other through points. In fact, your rates look to be in a measure discriminating against your own city.

"Before taking final action, we would be glad to hear from you further upon the subject."

To this communication the General Freight Agent of defendant answered, on January 22, as follows:

"I do not see how we are discriminating against Wilmington on our present fish rates, as we only charge our local 1st class rate with 5 cents per hundred pounds additional when coming from points on New River, and on our through shipments we receive, as our proportion, about our 2d class rate with the 5 cents per hundred pounds added for New River points. We made such concession to enable the shippers from Jacksonville and New River points to ship their fish direct to points beyond our road, to allow them to compete with other markets; and if we advanced our through proportion to make it equal to our local rate, it would be compelling our through shippers, in fact, to pay more freight on fish than is now paid locally, and would have a tendency to concentrate the packing of fish at New Bern or Wilmington instead of on New River. As it is now, all through shipments are iced, well packed and put in condition to be transported to Northern markets; whereas, all our local shipments of fish are not iced, and taking the difference in freight between the fish iced and those not, the rates will be found about the same.

"Such portion of fish coming to Mr. Yopp as is not sold here, is repacked and shipped to points beyond.

"Should the above explanation not prove satisfactory, I should be pleased to go to Raleigh and appear before the Commission in this matter at any time."

At a session of the Commission at Raleigh, January 30, 1894, this case was called for hearing. A comparison of the rates complained of with defendant's Tariff No. 1 mentioned in its answer, and which had been approved by the Commission by Circular No. 29, issued July 15, 1893, showed that they were in accord therewith.

The Commission further enquired whether defendant's through rates unjustly discriminated against Wilmington.

The reason given for making these rates on a reduced classification, to encourage the packing of fish on New River, appeared satisfactory. The discrimination, if any, did not seem unjust.

The facts appearing not demanding any order for relief or further investigation, the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.S. M. HOLTON, *Complainant*,

v.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

January 30, 1894.

Complaint filed December 8, 1893, and served December 15 following, alleging that the rate \$27.50 on lumber in car-loads from Ararat, a station on defendant's line, to Durham, N. C., was excessive, and asking that the same be reduced.

Defendant's answer was filed January 1, 1894, alleging that the rate complained of was correct, and the same as the rate published and posted in defendant's Tariff, 891.

Defendant further answered as follows:

"When computing joint rates of this nature we endeavor to give a certain territory the same rates, that is, we group our stations. In some instances, when the original point of shipment is near basing point, such as is the case in this instance, the actual combination of local makes a little less rate than the through rate, but from other stations in the group the combination would exceed the through rate as published."

On January 3 following, the Commission directed the Clerk of the Board to address the following communication to W. E. Kyle, General Freight Agent of the defendant, in reply to the foregoing answer:

"I am directed to reply to your letter relative to complaint of Mr. Holton, and to say that the published joint rate on lumber, car-load, from Rural Hall *via* Winston over the North Western North Carolina and the North Carolina Railroad to Durham is \$16, this rate approved by the Commission. Your rate on lumber from Ararat to Rural Hall is \$8.50. (See rate sheet bearing date October, 1, 1891, latest filed in this office). This would make the rate from Ararat to Durham *via* Winston \$24.50, less 10 per cent. on your line, eighty-five cents, leaving \$23.65; *via* Greensboro, your rate to Greensboro from Ararat is \$13; Greensboro to Durham is \$13—\$26 less 10 per cent., \$23.40.

"It seems that no group of rates on lumber, as referred to by you, has been filed in this office.

"Please let the Commission have your answer stating reason, if any, why this rate, as stated above, should not be put into effect."

To this communication the answer was filed January 23, as follows:
"I have your favor of the 3d, and beg to enclose copy of my Joint Tariff, No. 891, from which rate on lumber from Ararat to Durham was quoted. I have to add, however, that we have revised our rates from Durham, and we can now quote Mr. Holton rate from Ararat to Durham of \$23.50 on lumber in C. L. lots of 24,000 pounds."

At a session of the Commission at Raleigh, January 30, 1894, this case was called, and it appeared that the rates complained of had been revised, and no further relief asked, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

J. W. LEWIS, *Complainant*,

v.

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

January 30, 1894.

This complaint was filed January 23, 1894, asking relief from alleged excessive rates on lumber, in car-load lots, from Millwood, a station on defendant's line, to Charlotte, N. C., and to Asheville, N. C. The rates complained of were: to Charlotte, \$17.60, and to Asheville, \$19. The complaint further alleged that the rate from Rutherfordton to Charlotte was \$13, and that Rutherfordton was only five miles further than Millwood.

At a session of the Commission at Raleigh, January 30, 1894, this case was called for hearing, and it appearing that the rates complained of were within the rates prescribed by the Commission, and not excessive, and that the facts alleged in the complaint did not constitute a cause of action against defendant, it was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

JAS. A. PITTMAN, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

January 30, 1894.

This was a complaint filed November 6, 1893, and served November 15, complaining of unreasonable delay in the movement of passenger

trains on the Scotland Neck branch of defendant's line, and the serious inconvenience caused thereby to the traveling public.

The defendant answered November 27, explaining the delay complained of, and advising the Commission that the relief asked would be afforded by a new schedule which would go into effect on December 4, following, and by which the movement of its passenger trains would be more prompt.

At a session of the Commission at Raleigh, January 30, 1894, this case was called, and it appearing that the relief demanded had been granted, and that no further order was required, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

C. P. MEBANE, *Complainant*,

v.

WESTERN UNION TELEGRAPH COMPANY.

January 30, 1894.

Complaint of unreasonable delay in the transmission and delivery of telegraphic messages at Wilmington, N. C.

At a session of the Commission at Raleigh, January 30, 1894, this case was called, and it appearing that the Commission did not have jurisdiction of the subject matter, the complaint was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

STONECYPHER & NORRIS, *Complainants*,

v.

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

January 30, 1894.

This complaint was called for hearing at a session of the Commission at Raleigh, January 30, 1894, and the facts therein alleged appearing to be the same as those alleged in the complaint of J. W. Lewis *v.* The C., C. & C. Railroad Company, disposed of at this session, it was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.J. H. HENDLEY, *Complainant*,

v.

CAROLINA CENTRAL RAILROAD COMPANY.

February 20, 1894.

Complaint of overcharge on consignment of oil to complainant at Wadesboro, N. C., from Richmond, Virginia, filed November 20, 1893, and served on defendant December 15, 1893.

On January 29, 1894, the defendant answered, through its Freight Claim Agent, that it had investigated the rates complained of and that there was overcharge, which would be refunded to complainant.

At a session of the Commission at Raleigh, February 20, 1894, this case was called, and it appearing that the defendant had refunded to the plaintiff the overcharge complained of, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.JUNIOUS P. HUNT, *Complainant*,

v.

RALEIGH AND GASTON RAILROAD COMPANY.

February 20, 1894.

The plaintiff filed his complaint December 13, 1893, alleging that on December 5, 1893, he applied at Kittrells, a station on defendant's line, for a reduced rate ticket to Wilmington and return; that such reduced rate tickets were advertised for sale at Henderson, Raleigh and other points on defendant's line to Wilmington and return on account of the Methodist Conference in session there; that he was required to pay \$9.80, when tickets were sold at Henderson, a greater distance from Wilmington, at \$7.45; that this charge was in violation of law and an injury to plaintiff. Plaintiff demanded that defendant be required to refund the overcharge.

The complaint was served, and on January 4, 1894, defendant answered, admitting the overcharge, with an explanation that its agent at Kittrells inadvertently sold the ticket to the plaintiff at the rate prescribed without observing the instructions previously given, "that when the rate was greater than from Henderson, being a competitive point, he was to reduce the rate to the Henderson rate," and

that the overcharge would be refunded. It appeared from investigation that the rate charged the plaintiff was in accordance with defendant's special tariff rate, but defendant had issued instructions to its agents that in selling tickets to points beyond Raleigh, they should not exceed the rate for similar occasions from Henderson.

The defendant for this occasion had made its rate from Henderson \$7.45 because of the competition at this point. The agent at Kittrells overlooked these instructions and thus made the overcharge. There appeared to be no intentional violation of the law.

At a session of the Commission at Raleigh, February 20, 1894, this case was called, and it appearing that the injury complained of has been redressed, and that no further action was demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

HOWARD & COMPANY, *Complainants*,

v.

ROANOKE AND TAR RIVER RAILROAD COMPANY AND W. AND W.
RAILROAD COMPANY.

March 28, 1894.

Plaintiff filed this complaint January 23, 1894, alleging that a carload of cotton-seed, consigned to plaintiff, at Tarboro, N. C., from Roxobel, N. C., had been forwarded *via* Weldon, N. C., going a distance of ninety miles, and that plaintiff had been required to pay a freight bill of \$28; that Roxobel was only two or three miles from Kelford, the junction of the Roanoke and Tar River road with the Norfolk and Carolina road, and that Kelford was distant from Tarboro only thirty miles; that the freight charged ought not to have been more than ten or twelve dollars. The complaint was served on February 1, 1894, and defendant filed its answer on February 19 following, admitting the overcharge, and promising to refund the same. The answer also alleged that the overcharge was due to an error of defendant's agent at Roxobel in forwarding the shipment *via* Weldon. The case was continued for further orders, and in the meantime the Commission issued the following Circular, No. 36, bearing date February 19, 1894:

"The following rule is adopted by the Commission, to take effect at once, and to be added to Rules Governing the Transportation of Freight already adopted by the Commission: Whenever a shipment is offered at a point where there are two routes over connecting lines to destina-

tion, it shall be the duty of the railroad company making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed the rate charged over the shorter route, or otherwise ordered by the shipper."

This circular was issued to more particularly call attention to and carry into effect the provisions of the 24th section of the act creating the Railroad Commission, which provides for the interchange of traffic between common carriers over their respective lines.

It was said, in the case of *State v. Carolina Central Railroad Company*, Report of 1892, page 592, that "the purpose of the act is to afford relief to the traveling public by preventing unreasonable delay and inconvenience at connecting points on account of a failure to afford all reasonable and proper and equal facilities for speedy transit." It may be added that this purpose of the act is as clear with reference to the forwarding and delivering of freights as with reference to the forwarding and delivering of passengers. It is plainly the duty of the common carriers to afford all reasonable facilities for "the forwarding and delivering of passengers and freight to and from these several lines and those connected therewith."

It is their duty to promptly deliver freights consigned to their destination over connecting lines to such connecting lines, and to receive and forward promptly freights delivered to them from connecting lines, to be forwarded to their destination over their lines. They cannot, for the purpose of securing a longer haul, or for any other purpose, subject the shippers to unreasonable delay or expense.

At a session of the Commission at Raleigh, March 28, 1894, this case was called, and it appearing that the injury complained of has been redressed, and that no further action was demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

D. P. KISER, *Complainant*,

v.

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

February 20, 1894.

This complaint was called at a session of the Commission at Raleigh February 20, 1894, and the facts therein alleged appearing to be the same as those alleged in the complaint of *J. W. Lewis v. The C., C. & C. Railroad Company*, disposed of at a session of the Commission January 30, 1894, it was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.W. P. TAYLOR, *Complainant*,

v.

NORFOLK AND CAROLINA RAILROAD COMPANY.

February 20, 1894.

On the 14th of February, 1894, the plaintiff filed with the Commission a complaint, and as a part thereof a communication addressed to him by J. P. Maupin, General Forwarding Agent of the defendant company, from which it appeared that plaintiff had suffered loss by the detention of his consignments of shingles to his consignee in Norfolk, Virginia, said detention being at Pinner's Point in Virginia, near Norfolk, Virginia; the defendant issuing its bills of lading only to said last named point.

At a session of the Commission at Raleigh, February 20, 1894, this case was called for hearing, and it appearing that the Commission had no jurisdiction of the subject-matter of the complaint, it was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.JOHN BELL, *Complainant*,

v.

SOUTHERN EXPRESS COMPANY.

March 14, 1894.

Complaint of overcharge of transmission of money from Moncure to Statesville. The complaint was filed February 27, 1894, and answered on March 14 following, from which it appeared that the plaintiff's consignor at Statesville had drawn on him through the defendant at Moncure for the amount transmitted by defendant, and that the apparent overcharge was not a charge for the remittance, but a charge for the collection.

At a session of the Commission at Raleigh, on March 14, 1894, this case was called, and it appearing that the defendant had not violated the rates prescribed by the Commission, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.WINSTON-SALEM CHAMBER OF COMMERCE, H. E. FRIES, Chairman,
TO
THE COMMISSION.

March 14, 1894.

The Chamber of Commerce of Winston-Salem, through its Chairman H. E. Fries, on the 12th of December, 1893, filed with the Commission the complaint in this case, alleging that the rates furnished by the railroad companies created an unjust discrimination against Winston-Salem and in favor of the cities of Roanoke and Richmond, in Virginia. The material allegations of the complaint were in these words:

"With our present rates, *i. e.*, through rates plus local rates, we cannot compete with Roanoke, Richmond and other large cities, because their through plus local rates allow them to deliver goods into the territory that geographically belongs to us much cheaper than we can. You can readily see that this policy is not only injurious to merchants and others ordering in car-load lots, but it drives jobbers out of our towns, and even from our State, and gives Roanoke and Richmond an advantage over North Carolina cities and towns. If an arrangement can be perfected by which we can deliver goods in North Carolina as cheaply as Roanoke and Richmond merchants, we are not afraid of the results, for we feel we can then do a jobbing business, and the breaking of car-loads at this point and other places in the State would tend to build up trade, and also to build up commercial centres in our State."

The Commission was asked to present the complaint to the Interstate Commerce Commission. The complainant filed as part of the complaint correspondence with J. H. Drake, General Freight Agent of the Richmond and Danville Railroad Company, from which it appeared that the Southern Railway and Steamship Association was asking to arrange car-load rates on grain and like articles, so as to give less rates than the present. It also appeared that this arrangement of rates was a question of classification, and that independent action could not be taken by any one road. In this correspondence was a letter, bearing date June 5, 1893, addressed by Mr. Drake to Messrs. Vaughn & Co., of Winston, as follows:

"I have yours of the 2d instant. At the last meeting of the Southern Railway and Steamship Association it was decided to make a difference in the rates on grain and flour in car-loads and less when the various State Commissions would agree. It cannot be done without

their agreement, as the rates from seaports to interior points in the same States control the through rates to a very great extent. When anything definite is determined upon about this, I will take pleasure in advising you."

On the 15th of December, 1893, the Commission addressed a communication to Mr. Drake asking an explanation of this letter, and expressing a willingness to co-operate in bringing about the reduction in rates desired by the complainants. This communication was answered on the 19th December, as follows:

"I went to Winston-Salem several days ago and explained to Messrs. Vaughn & Co. about our letter of June 5, as it had been misinterpreted. The matter of the difference in car-load rates as compared with less than car-load rates is now up by the Southern Railway and Steamship Association, and I hope that the matter can be early settled."

On the 24th of January, 1894, the Commission furnished the complainant with a copy of this last-named communication, and requested to be advised if further investigation was demanded.

At a session of the Commission at Raleigh, March 14, 1894, this case was called, and it appearing that no further action was demanded, the complaint was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

CITIZENS OF McLEANSVILLE, *Complainants*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

March 14, 1894.

This was a petition filed asking that a depot be built and an agency established at McLeansville, Guilford County.

The petition was served on the defendant company, and a reply was made through A. B. Andrews, General Agent of the Receivers, in which the defendant answered to this effect: "We established an agency at McLeansville and continued the same for twelve months, and during the time the receipts for the place were only \$142.12."

At a session of the Commission, held on the above date, the letter of Colonel Andrews was read, and it appearing that the receipts would not justify the establishment of an agency, the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.CITIZENS OF ABBOTTSBURG, *Complainants*,

v.

CAROLINA CENTRAL RAILROAD COMPANY.

March 14, 1894.

This was a petition from the citizens of Abbotsburg, asking the establishment of a station at that point. The petition was placed in the hands of Major Winder, General Manager, who answered that the business at that point would not justify the establishment of a station. He promised, however, to make such improvements as was necessary for the proper handling of business at that place.

A member of the Commission visited Abbotsburg, and finding that the freights at that place were not, at this time, sufficient to justify the establishment of an agency, the case was, for the present, dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.CITIZENS OF KELFORD, *Complainants*,

v.

NORFOLK AND CAROLINA AND ROANOKE AND TAR RIVER R. R. Co.'s.

March 14, 1894.

This was a petition by citizens living at and in the neighborhood of Kelford, alleging that the depot of the first named defendant did not afford sufficient accommodations either for freight or passengers; and the last named defendant furnished no station accommodations whatever; and asking that the defendants be required to furnish additional and sufficient station accommodations for the convenience of the public. The petition was filed August 10, 1892.

On the 18th of August the Norfolk and Carolina Company answered, alleging that it had built at Kelford a warehouse and reception-room sufficiently large to accommodate the business there, which was very light. This defendant further alleged that it would ask to make Kelford a flag station, if it did not have to stop its trains there on account of the crossing with the Roanoke and Tar River Railroad.

On September 5 the Roanoke and Tar River Company answered, alleging that the business done at Kelford would not justify erection of

any building at that point; that all the business of that community was done over the Norfolk and Carolina Railroad.

On September 14 the Commission addressed a communication to the petitioners, through B. J. Liverman, Esq., whose name appears first on the petition, advising them of the answers of the defendants, and asking a reply thereto, if petitioners so desired. The case has been continued for investigation.

Kelford is situated in Bertie County at the point where the Norfolk and Carolina Railroad crosses the Roanoke and Tar River Railroad. Nearly all of the business of this community is done over the first named railroad, which has there a warehouse and station-house sufficient for the accommodation of its patrons.

The Roanoke and Tar River Railroad Company is willing to build a depot at Kelford whenever it shall appear that the business there demands it. The distance from Roxobel, on the defendant's line from Kelford, on one side, is two miles, and on the other side, to Lewiston, six miles. At both Roxobel and Lewiston there are ample station accommodations. Besides, at Beverly, only one mile from Kelford, there is a flag station and depot.

At a session of the Commission at Raleigh March 14, 1894, this case was called for hearing, and the facts appearing as set forth, the Commission was of the opinion that no order was required, and no further investigation demanded. The petition was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

CITIZENS OF PALMYRA, *Complainants*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

March 14, 1894.

This was a petition filed January 31, 1894, asking the Commission to make an order requiring the defendant to furnish a station-house and agent at Palmyra, a station on the Norfolk and Carolina Railroad.

The petition alleged that there was only a slight shelter, without sides, for the protection of freight; that passengers could not procure tickets, or bills of lading for freight; that many persons went from Scotland Neck to Norfolk by way of Palmyra; that it was situated five and a half miles from Neal on one side, and five and a half from Hob-

good on the other side; that the freight and passengers from Palmyra entitled the petitioners to a station house and agent.

The defendant answered the petition on the 9th of February, 1894, through G. M. Serpell, General Manager of the Norfolk and Carolina Railroad Company, alleging that Palmyra was a flag station; that the business there would not justify an agency, amounting to no more than from \$25 to \$30 per month.

The case was set for hearing at a session of the Commission at Raleigh, March 1, 1894, when Mr. G. M. Serpell appeared and was examined as a witness on behalf of the defendant. The following facts appear:

Palmyra is a village situated in Halifax County, on the Roanoke River, with a population of about a hundred persons; the nearest point of defendant's line to the village is at a flag station, known as Palmyra, where the defendant has erected a covered platform, with open sides. This station is distant from Neal, the nearest station on one side, four and a half miles; and from Hobgood on the other side, five and one-tenth miles; the average receipts for out-going and in-coming freights per month amount to about \$30, and very few passengers are carried from this station; no extra charge is made by conductor for failure to buy tickets; the distance from Hobgood to Scotland Neck is very nearly the same as from Palmyra to Scotland Neck, and more convenient for passengers from Scotland Neck to take the cars at Hobgood, as the county road is better; the conductor of defendant's train remains and delivers freight and issues receipts for the same; nearly all the business of the village of Palmyra is done by steamboats on Roanoke River, with which defendant could not well compete. The defendant is ready to grant the accommodations asked if it can be assured that the business now done on the river will be given to it.

At a session of the Commission at Raleigh, March 14, 1894, the case was called for hearing and the facts appearing as above set forth, the Commission was of the opinion, and so adjudged, that the relief asked should not be granted.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY

TO

THE COMMISSION.

March 28, 1894.

This case came before the Commission upon the petition of the Atlantic and North Carolina Railroad Company, filed February 28, 1894, asking the consent of the Commission to a change of its rates on lumber. These rates had been fixed since June 10, 1890, by a special tariff which was submitted to and approved by the Commission on the 21st of April, 1891. (See Report, 1891, page 75.) The Company filed with its petition a schedule showing the changes desired by it. It appeared from an inspection of this schedule that the proposed change would make an increase of the rates already in effect. This change was asked by the petitioner on the ground that its present rates were out of line with the standard rates adopted by the Railroad Commission and in use by the leading railways of the State. It also alleged that some of its patrons complained of these special rates, while other companies were carrying lumber under Class P., which is the Standard Classification. On March 1 the Commission addressed the petitioner, through its Superintendent, Mr. S. L. Dill, the following communication: "The Commission deems the present time inopportune to make the changes proposed by you. The Commission is unable to see how far this proposed change will affect your patrons. The Commission will be in session at Raleigh on the 14th, when you may appear, if you desire, and show reasons for the change which you ask."

Your attention is called to the following rules which have governed the action of the Commission (see Circular No. II, Report 1891; also note page 75). Circular No. II is in these words: "The regulations in regard to freight rates, as well as the per cent. above Standard Tariff, must not be enforced to the full limit in any case, or in any class, if it would thereby cause a rate in excess of that existing May 20, 1891."

The note on page 75, referred to, is as follows: "All specials less than our standard rates heretofore granted by carriers within the jurisdiction of this Commission, and which do not conflict with the law preventing unjust discrimination, until further orders will be enforced."

In the meantime the Goldsboro Lumber Company, through its Secretary and Treasurer, Mr. P. B. Hyman, asked to be heard in response to the petition, and both the petitioner and respondent were notified

that the Commission would hear them at a session at Raleigh on March 14.

On the day appointed Mr. Dill and Mr. Hyman appeared before the Commission, the latter with his counsel, Mr. Rountree. There was no controversy as to the facts presented by the parties. It appeared that the Goldsboro Lumber Company had established dry-kilns at Dover, a distance of thirty-five miles from Goldsboro, where it had located extensive saw-mills and where it was shipping large quantities of sawed lumber to Goldsboro, over the Atlantic and North Carolina Road.

This respondent did not complain of the present rate on green lumber, but asked that no increase be allowed, insisting that they were reasonable and sufficiently remunerative. It complained, however, that the rates on kiln-dried lumber were excessive and burdensome, and asked that they be reduced. These special rates were fixed in the Rate Order, No. 341, of the Atlantic and North Carolina Railroad as follows:

MILES.	PER 1,000 FEET.	
	Rough Lumber.	Dressed Lumber.
10 miles and under.....	\$1.20	\$1.45
20 miles and over 10.....	1.25	1.50
30 miles and over 20.....	1.25	1.50
40 miles and over 30.....	1.50	1.75
50 miles and over 40.....	1.55	1.80
60 miles and over 50.....	1.60	1.85
70 miles and over 60.....	1.65	1.90
80 miles and over 70.....	1.70	1.95
90 miles and over 80.....	1.75	2.00
100 miles and over 90.....	1.80	2.05

It appeared that these rates were made per 1,000 feet, and without reference to rule 20, governing the transportation of freight, adopted by the Commission, providing for estimated weights when actual weights cannot be ascertained. See Report 1891, page 42.

The matter in controversy between the parties was mainly whether, under this Special Tariff, the rates should be different on green and kiln-dried lumber. It was insisted, for the respondent, that it had incurred great expense in erecting its dry-kilns at Dover, and that it ought not be required to pay as much for transporting 1,000 feet of kiln-dried lumber to Goldsboro as it was required to pay for transporting the same quantity of green lumber.

There was much evidence produced showing the amount of lumber shipped over the petitioner's line, and also the rates charged for like service by the other railroad companies of the State.

After consideration, the Commission submitted to Mr. Dill the following: "Referring to your application to change Class P to Commissioner's Standard and to the application of the Goldsboro Lumber Company for rates on kiln-dried lumber, the following is presented to you:

"1. The Commission cannot see a reason now for an increase of rates above your special.

"2. It appears that the estimated weights, Rule 20, governing transportation of freight, are applicable to your special.

"3. To settle the controversy and to obviate any further trouble the following is suggested as a basis: For green lumber the present rate of \$1.50 per 1,000 feet is equivalent to \$7.20 per C. L. of 24,000 pounds for a distance of thirty-five miles; for kiln-dried or well seasoned lumber add ten per cent, \$7.92; for dressed lumber add sixteen and two-thirds per cent., \$8.40."

This makes the rate for thirty-five miles as follows: Green lumber, \$7.20 per car load, 24,000 pounds; kiln-dried or well seasoned lumber, \$7.92 per car load, 24,000 pounds; dressed lumber, \$8.40 per car load, 24,000 pounds. Other distances on the same basis as the above. This suggestion is based upon a weight of 5,000 pounds per 1,000 feet for green lumber, and 4,000 pounds per 1,000 feet for dried lumber.

At a session of the Commission at Raleigh, March 28, 1894, this case was again called for hearing, and it appearing that the Atlantic and North Carolina Railroad Company had submitted a Tariff C as its proposed rates on lumber, for the approval of the Commission, and the same appearing to conform to the opinion of the Commission, and to be reasonable, it is adjudged by the Commission that the same be and is hereby approved and filed. The special tariff is approved upon the condition that one thousand feet of green lumber shall be taken to weigh 5,000 pounds, and one thousand feet of kiln-dried lumber shall be taken to weigh 4,000 pounds.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

AURORA, *Complainant*,

v.

NORFOLK AND SOUTHERN RAILROAD COMPANY

March 23, 1894.

This complaint was presented on February 14, 1894, through the *Progressive Age*, a newspaper published in the town of Aurora, N. C. It was alleged that the defendant was guilty of unjust discrimination

in charging the merchants and shippers of Aurora much higher rates for transportation than it charged the shippers of Washington, N. C.; that defendant's line runs from Norfolk, Va., by Edenton, to Belle Haven, on the Pungo River, thence by steamer to Aurora, and thence to its terminus at Washington; that goods passing over defendant's line between Norfolk and Washington have to pass by Aurora, which is thirty miles nearer to Norfolk than is Washington; that the freight on cotton from Washington to Norfolk was 60 cents per bale, while from Aurora to Norfolk it was \$1.00 per bale; that on all freights there was the same unjust discrimination in rates.

The complaint was served on the defendant, and the case set for hearing at a session of the Commission at Raleigh, March 1, 1894, when the defendant appeared through its General Freight Agent, H. C. Hudgins. From the testimony, it appears that the defendant encounters at Washington sharp competition with steamers, which have a line to Norfolk entirely by water, while defendant's line is by rail from Norfolk to Edenton, thence by steamer through Pungo River and Pamlico Sound to Washington, a distance considerably more than one hundred miles. The former rates on cotton were \$1.50 per bale from Washington to Norfolk and \$1.00 per bale from Aurora, respectively. In order to meet competition at Washington, defendant reduced its rates to 60 cents, and made a corresponding reduction at Aurora to \$1.00, which are the present rates. Comparing these rates with those of other common carriers in the State for like service, the rate from Aurora to Norfolk is a low rate, while the rate from Washington is very much below the usual charge.

The discrimination complained of appeared to be for no other purpose than to meet competition at Washington and to secure business there, and was not intended to give that point any undue advantage or preference. The rate from Aurora being already a low rate, it would seem unreasonable to require the defendant to make a further reduction.

The facts in this case are very similar to those presented in the case of the Wilmington, Newbern and Norfolk Railroad Company to the Commission, which appears on page 544 of the Report of 1893, and which was an application to be relieved from the operation of the 6th section of the Act establishing the Commission, which declared it to be unlawful for any common carrier to charge or receive a greater compensation for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance.

Under the proviso contained in this section, the Commission established Rule 29, governing the transportation of freight, which is in these words: "When railroad rates are affected by water competition, the railroad may reduce the rates between points so affected without being required to reduce intermediate rates."

It is true that the rates complained of in this case are upon commerce between the States, and the jurisdiction of the Commission extends no further than to investigate the complaint, and if the same should be sustained, to bring it before the Inter-state Commerce Commission for redress. The reasons, however, which induced the Commission to grant the application of the Wilmington, Newbern and Norfolk Railroad Company, from the facts in this case, lead to the conclusion that the complaint is not sustained.

At a session of the Commission at Raleigh, March 28, 1894, this case was called for consideration, and the Commission being of opinion that the complaint ought not to be brought before the Inter-state Commerce Commission for redress, and it further appearing that the complainant does not wish to further prosecute this action, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

D. C. FENNELL, *Complainant*,

v.

SOUTHERN EXPRESS COMPANY.

April 25, 1894.

This complaint was filed February 27, 1894, alleging an overcharge for the carriage of fancy chickens from Haw River to Tomahawk, N. C.

The complaint was served, and answered by defendant, March 14, 1894, alleging that the rate complained of was for carrying fancy chickens, and not poultry for market; and defendant had charged a rate approved by the Commission.

The answer was forwarded to complainant, who replied admitting that the fowls were fancy chickens.

At a session of the Commission at Raleigh, April 25, 1894, this complaint was called, and it appearing that the rate complained of has been approved by the Commission, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.HARGRAVE, *Complainant*,

v.

RALEIGH AND AUGUSTA RAILROAD COMPANY.

April 25, 1894.

This complaint was filed March 21, 1894, alleging a loss, by shortage, in a consignment of freight carried by defendant company.

Complaint was served, and defendant answered, April 14, 1894, saying that the loss should be investigated at once; and further answer thereafter that defendant had located the loss, and that the same should be paid to the complainant.

At a session of the Commission at Raleigh, April 25, 1894, this case was called, and it appearing that the injury complained of had been redressed, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.WHITE STAR MILLS, *Complainant*,

TO

THE COMMISSION.

April 25, 1894.

On the 24th of February, 1894, the White Star Mills, a company doing business at Staunton, Virginia, filed with the Commission a communication alleging that the rate quoted said company on car loads of flour to Goldsboro, N. C., was 24 cents per 100 pounds, whereas the rate quoted to Princeton, N. C., twelve miles nearer, was $31\frac{1}{2}$ cents per 100 pounds; that by this difference to Princeton the company was deprived of business at that place, which was taken by Western millers, who have the same rate to Princeton that they have to Goldsboro.

That the same discrimination was practiced in shipments of flour to Charlotte and Pineville, N. C.; that this company was forced to cancel orders to other points in North Carolina because of this discrimination in favor of Western millers. This company further stated that it did not desire then to enter any complaint against the railroad companies, but wished to be advised how to proceed in case it should fail to get more favorable rates in answer to requests made by it.

On the 27th of February, 1894, the Commission addressed to this correspondent a communication advising that the remedy was to bring the complaint before the Interstate Commerce Commission for redress, through the State Commission.

At a session of the Commission at Raleigh, April 25, 1894, this case was called for hearing and it appearing that no further communication has been received, and that no further action is demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

J. D. BOUSHALL, *Complainant*,

v.

RALEIGH AND GASTON RAILROAD COMPANY.

April 25, 1894.

The complaint was filed in this case April 11, 1893, and answer thereto April 20 following.

At a session of the Commission at Raleigh, April 25, 1894, it was called for hearing, when the defendant appeared through its General Manager, J. C. Winder.

The following facts were found: On the 20th of December, 1893, the complainant delivered to defendant's agent, at Raleigh, eight head of cattle, to be transported to Belcross, N. C., a station on the line of the Norfolk and Southern Railroad; these cattle consisted of one bull, three yearlings and four calves; they were estimated by the defendant to weigh 9,000 pounds; there was no complaint as to the rate charged, but only to the estimated weight.

The Commission has provided rules and regulations governing the transportation of live stock, and estimated weights to be used when actual weight cannot be given, to get the rating on live stock. Under these rules, the estimated weight of a bull is 3,000 pounds; of yearling cattle 1,000 pounds each, and of calves 175 pounds each. Applying these rules in this case, it appeared that the weight of the cattle had been overestimated through an error as to the ages of the cattle.

The defendant, through its General Manager, consented to refund to the complainant the amount of the overcharge.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.FRILEY CHESSENS, *Complainant*,

v.

NORFOLK AND SOUTHERN RAILROAD COMPANY.

May 11, 1894.

This complaint was filed April 13, 1894, alleging an overcharge on a consignment of whiskey from Plymouth to Mackey's Ferry.

The complaint was served April 16 and answered on the 23d of April following, admitting the overcharge and explaining the cause of it.

At a session of the Commission at Raleigh, May 11, 1894, this case was called for hearing, and it appeared and was so found by the Commission that the overcharge was caused by the defendant's agent billing the whiskey as second-class instead of Class H, and this error was due to the absence of the usual notation: "Released, and valuation 75 cents per gallon."

It further appeared that the necessary precaution had been taken by the defendant to prevent a recurrence of the error, and the amount of the overcharge had been refunded to the complainant. It was therefore adjudged that the action be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.ROGERS *et al.*, *Complainants*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY AND THE RALEIGH
AND AUGUSTA RAILROAD COMPANY.

May 11, 1894.

This was a complaint filed April 26, 1894, of failure to make as close connection as practicable at Cary, where the roads of the defendant companies cross each other.

It appeared that the train of the Raleigh and Augusta Company, going south, passed Cary at 10:32 A. M., and the train of the Richmond and Danville Company, going east, at 10:36 A. M.; and the passengers from the Richmond and Danville Railroad desiring to reach points south of Cary were thus delayed. Complaint was served and on April 30 following, General Manager Winder, of the Seaboard Air-Line Sys-

tem, answered that the schedule would be changed to make the desired connection.

At a session of the Commission at Raleigh, May 11, 1894, this case was called for hearing, and it appearing that the inconvenience complained of had been remedied, it was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

W. P. BURRUS, *Complainant*,

v.

THE ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

May 11, 1894.

This complaint was filed May 1, 1894, alleging that the complainant was engaged in the manufacture of bricks at Riverdale, a station on defendant's line, nine miles from Newbern, and that Newbern was complainant's principal market for sale of brick; that the town of Goldsboro is situated at the terminus of defendant's line, fifty-nine miles from Newbern, where bricks are manufactured, at Newbern, for sale, in competition with complainant; that defendant charged for transporting bricks from Goldsboro to Newbern \$1 per thousand; that these charges created an unjust discrimination in favor of Goldsboro and against Riverdale. The complainant demanded judgment that the defendant be required to desist from further violation of the law.

The complaint was served and defendant filed its answer on the 5th of May following, denying that it had violated the law, and as a part of its answer filed its special rate on brick, reissued February 14, 1893.

After careful examination of the rates complained of the Commission addressed to the complainant, on the 12th of May, 1894, the following communication:

"The Commission is unable to see any discrimination against you. The rates charged are in line with the tariff allowed the Atlantic and North Carolina Railroad, that is, \$1 per thousand for brick for distances of 10 miles and under; \$1.50 per thousand for brick for distances over 50 miles and under 60 miles; for 70 miles and over 65 miles \$1.60, and so on. You have an advantage of 50 cents on the thousand and a further advantage of \$1.50 on the car, as the Goldsboro brick have to pay to the W. & W. road and the Richmond and Danville road a trackage of \$1.50 on the car. Upon closer investigation we think you will find the rates charged are reasonable."

At a session of the Commission at Raleigh, May 11, 1894, this case was called for hearing, and it appearing that the rates complained of were in accordance with the special tariff approved by the Commission, and it further appearing that these rates did not unjustly discriminate against the complainant, and that they were reasonable and just, it was adjudged by the Commission that the case be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

McDONALD, *Complainant*,

v.

SOUTHERN EXPRESS COMPANY.

May 23, 1894.

Complaint filed May 11, 1894, for loss in transporting package from Waxhaw, N. C., to Keyser, N. C.

Complaint served and answer filed May 21 following.

At a session of the Commission at Raleigh, May 23, 1894, this case was called, and it appearing that the loss complained of has been paid by defendant, and that no further investigation is demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

WM. HOWARD, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY, THE WILMINGTON AND
WELDON RAILROAD COMPANY, AND CAPE FEAR AND YADKIN
VALLEY RAILWAY COMPANY.

May 23, 1894.

This complaint was filed February 2, 1894, in which the complainant alleged that, on the 20th of September, 1893, a gin and condenser was consigned to him at Tarboro, N. C., from Birmingham, Alabama, which was received by the Richmond and Danville Railroad Company at Greensboro, N. C., on September 24, and forwarded *via* C. F. & Y. V. Railroad Company to Wilmington, N. C., on the 25th of September; it remained in Wilmington until October 21, and reached complainant on October 24; that this delay had caused a loss to complainant of thirty dollars.

The complaint was served on the Richmond and Danville Railroad Company February 7, and its answer thereto was filed March 3 following. The complaint and said answer were served on the Wilmington and Weldon Railroad Company on said 3d day of March, and the answer of said last-named company was filed March 7 following; on April 12 the complaint and both of said answers were served on the C. F. & Y. V. Railroad Company, and its answer thereto filed on the 16th of April following.

This case was set for hearing at a session of the Commission at Raleigh, April 25, 1894, when the Wilmington and Weldon Railroad Company appeared through its attorney, A. W. Haywood, Esq.; the C. F. & Y. V. Railroad Company by its General Freight Agent, W. E. Kyle; and the Richmond and Danville Railroad Company by its Passenger Agent, Mr. H. W. Miller.

Mr. Kyle was examined as a witness. From the testimony and admissions, the facts in this case are as follows: A cotton-gin and condenser were consigned to Mr. Howard, the complainant, at Tarboro, from Birmingham, Ala., and shipped on September 20, 1894, reaching Greensboro, N. C., on the 24th of September following, when it was forwarded, on the 25th September, *via* the C. F. & Y. V. Railroad Company to Wilmington, reaching the last-named point without delay, where it remained until October 20, when it was forwarded by the Wilmington and Weldon Railroad Company to its destination, reaching there on October 24 following; that this delay caused a loss to Mr. Howard of \$30, and was due to the refusal of the Wilmington and Weldon Railroad Company to receive and forward the article named until the charges for transportation were paid as upon a local shipment.

The Wilmington and Weldon Railroad Company had through rates established with the Richmond and Danville Railroad Company from points on its lines in Georgia and Alabama to points in North Carolina, but these through rates were conditional upon the delivery of freight to the first-named company at Columbia, in South Carolina, and the said company had established no through rates *via* the C. F. & Y. V. Railroad Company. The last-named company had received this particular article of freight from the Richmond and Danville Railroad Company at Greensboro, and, according to its agreement with said company, had paid charges on the same to that point. When the C. F. & Y. V. Railroad Company tendered the article to the W. & W. Railroad Company on its arrival at Wilmington, together with the charges to that point, no demand was made for the payment of these charges as a con-

dition of the delivery of said article to the W. & W. Railroad Company for further transportation.

It was provided also in the contract of shipment that this last-named company should receive its local charges for transportation to Tarboro.

The 24th section of the Act creating the Railroad Commission provides: "All common carriers subject to the provisions of this Act shall, according to their powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the forwarding and delivering of passengers and freights to and from the several lines and those connecting therewith."

The Commission has provided Rules 8 and 10 governing the transportation of freight, to carry into effect this provision of the Act.

At a hearing, on the 25th of April, 1894, Mr. Haywood, counsel of the W. & W. Railroad Company, asked that the case be continued for further consideration, that he might in the meantime confer with Mr. Howard. This request was granted.

At a session of the Commission at Raleigh, May 23, 1894, this case was again called for final determination, and it appearing that the W. & W. Railroad Company has paid the loss complained of, and that no further action was demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

L. C. MARINER, *Complainant*,

v.

NORFOLK AND SOUTHERN RAILROAD COMPANY.

June 19, 1894.

Plaintiff complained that defendant refused to carry eggs from Mackey's Ferry to Norfolk except by express. Complaint was served on defendant May 31, 1894, and answer thereto June 1 following, as follows: That defendant had made special arrangement with the express company for forwarding perishable freight, but could not consent to receive such traffic at freight rate to be forwarded on its passenger trains; that would and did receive such commodities to be forwarded by its freight trains, and at the rates prescribed.

On June 6 the Commission addressed the following communication to plaintiff:

"The railroad has no right to refuse to receive eggs tendered for shipment by its regular freight trains, and when received the company

shall not charge more than the regular freight charges of the class of the shipment. The company is not required to carry freight on its passenger train carrying express cars at regular freight rates, but are then entitled to express rates. Let the Commission hear from you further giving full particulars."

At the same time the plaintiff was furnished with a copy of defendant's answer.

At a session of the Commission at Raleigh, June 19, 1894, this case was called for hearing, and there being no further communication from the plaintiff, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

CITIZENS OF CONETOE, *Complainants*,

v.

ALBEMARLE AND RALEIGH RAILROAD COMPANY.

June 19, 1894.

The citizens of Conetoe, a station on defendant's line, filed their petition December 8, 1893, alleging that defendant furnished only a box car to shelter their freight and no accommodations for passengers, and asking that defendant furnish them better depot facilities.

The petition was served on defendant December 15, 1893, and an answer thereto filed on the 22d of January, 1894, alleging that the small amount of business at Conetoe and the financial condition of defendant would not justify better accommodations, and that the facilities then afforded were sufficient to take care of the freight received and forwarded.

On March 15, 1894, the Commission addressed to the petitioners the following: "Give the following information: The number of inhabitants of your village; the extent of the territory doing business at your station, and an estimate of the amount of business done monthly as near as you can give it."

On the 26th of March following the petitioners answered: "The number of inhabitants is about 200; the extent of territory doing business covers a radius of about six miles; the amount of freight paid here to the railroad company is about \$12,000 per year; we think the amount collected of freight shipped away is about the same."

On the 29th of March following the Commission furnished Mr. J. R. Kenly, General Manager of the defendant, a copy of this answer, and

added: "If the petitioners' figure are correct as to the amount of business done at Conetoe, notwithstanding the hardness of the times, the Commission is of the opinion that this place demands better accommodations than an ordinary box-car. The case is set down for hearing the 11th day of April, and if you desire to be further heard the Commission will be glad to have you appear."

On the 31st of March the Commission received from defendant the following through Mr. Kenly: "I beg to advise you that some days ago we ordered the erection of a new warehouse at that station."

At a session of the Commission at Raleigh, June 19, 1894, this case was called for hearing, and it appearing that the depot facilities asked for have been furnished by the defendant, and that no further action is demanded, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

CITIZENS OF MARION, *Complainant*,

v.

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

June 19, 1894.

This was a petition filed April 7, 1894, asking that defendant restore the old passenger schedule, and alleging that the removal of the passenger train had caused great injury commercially to the town of Marion, and great inconvenience to the traveling public. The petition was served on the defendant and answer thereto filed April 16, alleging that the passenger schedule was changed on the 1st day of April, 1894, and that the defendant did not realize more than \$21 per day for a run of 136 miles while it was in effect; that defendant found it necessary to employ mixed trains between Marion and Blacksburg; that defendant was giving a double daily service between Shelby and Blacksburg, which was as far north as it would pay to run its trains in this way, and that it was endeavoring to give the people along its line the very best service that its earnings would permit.

There was further correspondence between the Commission and the defendant, and at a session of the Commission at Raleigh, June 19, 1894, it appearing that since the petition was filed the defendant had changed its passenger service to suit the convenience of the petitioners, and that no further action was required, the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

WILSON LUMBER COMPANY

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

June 19, 1894.

The complainant is a mercantile firm engaged in the manufacture of lumber at Lenoir, N. C. On the 10th of April, 1894, complaint was filed with the Commission, through its Manager, Mr. J. B. Atkinson, that the defendant was charging complainant excessive rates for the transportation of lumber from Lenoir to High Point, N. C., and other points, and that these excessive rates were made by false weights rendered by the defendant as the actual weights of said lumber. The complainant filed as a part of its complaint its through bill of lading from Lenoir to High Point, in which the rate guaranteed was \$18.70 per 24,000 pounds for the transportation of 10,898 feet of poplar lumber, and alleged that the estimated and true weight of said shipment was 3 pounds per foot, or 32,694 pounds, and that the rate charged by the defendant had been based upon a weight of 41,250 pounds, thus causing an overcharge of \$6.69; and that this was but one of several like injuries done the complainant by false weights.

The complaint was served April 11th, 1894, and answer thereto by Mr. G. W. F. Harper, President of the Chester and Lenoir Railroad Company, was filed April 27 following, alleging that the weights complained of were actual weights, as given by the car scales of defendant company.

The answer of the defendant was at once forwarded to complainant, with the following communication from the Commission: "Please refer to the High Point shipment and advise us as to these weights. You claim that the weight should be 32,694 pounds, whereas you are charged for 41,250 pounds. Please state if you admit this to be actual weights as claimed by the company, or have you any evidence to show that same was not properly weighed."

This case was set for hearing at a session of the Commission at Raleigh, June 19, 1894, and parties advised of time and place of hearing.

The Commission also advised the complainant that the case presented the question whether the scales furnished by the defendant for weighing lumber gave true or false weights, and whether the weights given him were true or false.

The case was called on the day appointed, and the Commission was advised by the complainant that it had no proof to offer other than the discrepancy between the actual weights upon which the rates complained of were based, and the estimated weights approved by the Commission to be used when the actual weights cannot be ascertained.

Rule 20, governing the transportation of freight, prescribed by the Commission, is as follows: "Lumber, coal, lime, brick, stone and all articles for which estimated weights are given in Classification (except live stock, ale and beer, and empty ale and beer packages, L. C. L.) will be taken at actual weight when the weight can be ascertained, but when the weight cannot be ascertained will be charged at the following estimated weights. This is not to interfere, however, with the duty of receiving agents to weigh, if possible, and correct to actual weights."

	Per 1,000 ft.		
White Pine and Poplar, thoroughly seasoned	3,000 lbs.	Shingles, green.....per 1,000	350 lbs.
White Pine and Poplar, green,	4,000 "	Shingles, dry.....	" 300 "
Yellow Pine, Black Walnut,		Laths, green.....	" 530 "
Ash, seasoned.....	4,000 "	Laths, dry.....	" 450 "
Yellow Pine, Black Walnut,		Tan Bark, green.....per cord	2,600 "
Ash, green.....	4,500 "	Tan Bark, dry.....	" 2,000 "
Oak, Hickory, Elm, seasoned.....	4,500 "	Fence Posts and Rails	
Oak, Hickory, Elm, green ...	6,000 "	and Telegraph Poles,	" 3,500 "
All other kinds Lumber, seasoned	4,000 "	Clay.....per cubic yd.	3,000 "
All other kinds Lumber, green	6,000 "	Sand	" 3,000 "
		Gravel	" 3,200 "
	Per Car.	Stone, undressed, per cubic ft.	160 "
Hoop-poles, Staves and Heading, dry, car loaded to depth of 50 inches.....	24,000 s	Lime.....per bushel	80 "
Hoop-poles, Staves and Heading, green, car loaded to depth of 43 inches.....	24,000 s	Coal.....	" 80 "
		Coke.....	" 40 "
		Portland Cement...per barrel	400 "
		Other Cements.....	" 300 "

The whole complaint of complainant was that defendant had exceeded this table, and the answer was that the weights complained of were actual weights. There were no evidences that they were untrue. The discrepancy was not so great as to call for further investigation on the part of the Commission, and it was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,WILLIS FEREBEE, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

July 11, 1894.

The plaintiff complained on the 28th of May, 1894, of excessive weights, estimated, of two heifers consigned to him at Elizabeth City, N. C., from Salisbury, N. C., *via* Newbern, N. C.; that the heifers weighed at Elizabeth City, one of them 450 pounds and the other 480 pounds, while he was charged upon an estimated weight of 3,000 pounds. The plaintiff filed as a part of his complaint the contract for the shipment of live stock, entered into between his consignor, J. M. Harrison, the owner and shipper of the heifers, on the 28th of February, 1894, at Salisbury, and C. W. Lee, the defendant's station agent at that point.

One of the provisions of this contract was in these words: "And it is further agreed that when stock is shipped in less quantity than a car load the companies should assess freight on the animal or animals at estimated weights, in accordance with the published classification, and collect freight accordingly, regardless of what the actual weight may be."

Referring to the rules and regulations governing the transportation of live stock, prescribed by the Commission, and the estimated weights adopted for the rating of live stock, it appeared that the weights complained of in this case, viz., 3,000 pounds, were in conformity thereto. Report 1891, page 46. Besides, the Commission, in adopting these rules and regulations, determined that live stock in less than car-load lots should be taken at estimated and not actual weights. Report 1891, Rule 20, page 42. It was decided, after considering the tariffs of the other States, to estimate one horse, mule, or horned animal, at the same rate as 2,000 pounds of any kind of first class freight at carrier's risk, and second class at owner's risk, and for each additional horse, mule, or horned animal, to add 1,000 pounds, making changes for younger animals. It was further determined that these estimated weights should govern the rating of live stock when shipped in less than car-load lots, while as to all other articles, except ale and beer and empty ale and beer packages, actual weights should govern in rating, when they could be ascertained, instead of estimated weights. These rules and regulations were

determined after much consideration, and the Commission sees no reason to change them. In this case it would be manifestly unequal and discriminating to rate these two cows as 930 pounds of first or second class freight. The Commission has adopted these estimated weights as the best means of bringing these articles on a level with others in transportation on account of the far greater inconvenience and expense attending these transportations.

At a session of the Commission at Raleigh, July 11, 1894, this case was called, and it appearing that the weights complained of are in conformity to those prescribed by the Commission, and that the facts stated in the complaint do not constitute a cause of action against defendant, it was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

W. R. RICKS, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

July 11, 1894.

Plaintiff filed his complaint June 4, 1894, in which he alleged that for more than a year past he had been receiving oil at Tarboro, N. C., from New York by way of the Pennsylvania Railroad Company *via* Cape Charles and N. C. Eastern Despatch Company, or Norfolk and Southern Road *via* Plymouth; the freight rate previous to February 7, 1894, \$1.15 per barrel, but since then \$1.25 per barrel; that Mr. Cully, the Soliciting Agent of the defendant, in February last, furnished plaintiff a gum tag, copy of which was filed as part of his complaint, assuring him that defendant's line would transport oil for him at same price if he would send to his consignor, in New York, the instructions as to shipping contained in said tag; that he ordered eight barrels of oil, sending forward said instructions, and the freight charged him was in excess of the price, \$1.25, named, on the eight barrels \$19.44. Plaintiff demanded that defendant be required to refund this excess.

The complaint was served and answer filed June 25, 1894, in which it was alleged that defendant's line is rail and water route from New York to Tarboro and other points South *via* the Old Dominion Steamship Company to Norfolk, and thence by rail; and that this fully appeared in the publication "How to Ship," referred to in the plaintiff's

complaint. The answer further alleged that the shipment about which the complaint arose was made *via* the Pennsylvania road, which is an all-rail route and takes much higher rates, not only to Tarboro but other points in the South; that if plaintiff instructed his shippers to forward *via* defendant's line and they failed to do so, that they, and not defendant, were liable to him for the excess complained of; that the rates *via* the all-rail route and *via* defendant's line are regularly issued and filed with the Interstate Commerce Commission, and defendant had no power to change them, however much it might like to charge the plaintiff less.

The bill of lading was filed with the pleadings, from which it appeared that the oil was shipped by the Pennsylvania Railroad Company, and received from Maiden Lane Branch. It also appeared from the inspection of the gum tag containing instructions, furnished the plaintiff by defendant's agent, that the place of consignment at New York of goods to be shipped by defendant's line was 229 Broadway.

An examination of the interstate rates showed that the rates charged plaintiff were in accordance with those prescribed for the all-rail route; and so the excess complained of arose from the failure of plaintiff's consignor to follow the instructions contained in the tag furnished by the defendant's agent.

This case was called for investigation at a session of the Commission at Raleigh, July 11, 1894, and the facts appearing as set forth, it was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

W. A. PRATT, *Complainant*,

v.

CHERAW AND DARLINGTON RAILROAD COMPANY AND CAROLINA
CENTRAL RAILROAD COMPANY.

July 11, 1894.

The complaint in this case was filed May 3, 1893.

In February, 1893, the plaintiff had made to him a consignment of molasses at New Orleans to Morven, a station on the line of the defendant, the Cheraw and Darlington Railroad Company. This consignment did not reach its destination until April following, and much of it had been lost in transit. The plaintiff complained of the unreasonable delay, and asked that the defendant be required to make him

recompense for the injury sustained. The molasses had been brought to Morven by the defendant, the Cheraw and Darlington Railroad Company, from Wadesboro, a station of the Carolina Central Railroad Company, and by this last named company from Marion to Wadesboro. The investigation began with the former company, and it appeared that there had been no unreasonable delay or failure of duty on the part of this company. It was then taken up by the Carolina Central Company and active effort made to ascertain the cause of the delay and injury. The Freight Claim Agent of this company, Mr. J. W. Wilson, placed the investigation in the hands of Traffic Manager, R. E. Lutz, at Montgomery, Ala. It appeared that the shipment had been forwarded to Marion, on defendant's line, by some of the western roads, and was delivered to defendant at Marion for forwarding to Morven, and was promptly forwarded by this defendant.

On May 10, 1894, the Commission addressed a communication to Traffic Manager Lutz, asking information, who answered that the papers in the claim had been referred to General Freight Agent of the Louisville and Nashville Railroad Company, at Louisville, Ky.

The case has been continued to allow a full inquiry to be made, while it appeared, as far as the investigation had gone, that the defendant companies had not unreasonably delayed the shipment or injured the plaintiff by any failure of duty upon the part of either of them.

The case was called for hearing at a session of the Commission at Raleigh, July 11, and the facts appearing as above set forth, the Commission was of the opinion that no further investigation was demanded, and that no further action ought to be taken against these defendants, and it was so ordered. It was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

LANCASTER, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

July 11, 1894.

The plaintiff purchased an unlimited ticket from Harrisburg, N. C., to Burkeville, Va., on the 9th September, 1893. When he reached Danville, Va., on his route, he was informed that there was a washout which would prevent his proceeding on his way to Burkeville; the

conductor wrote upon the back of his ticket, "Used as far as Danville"; that next morning he was informed at defendant's office at Danville that orders were received directing the Richmond passengers to be sent *via* Lynchburg, but that no orders had been received about the Burkeville passengers; that he got on defendant's train for Lynchburg, and when the conductor came to collect fare, he told him the circumstances and showed him his Burkeville ticket; the conductor said he had no authority to take it up, but he permitted the plaintiff to remain on the train to Lynchburg; that he kept the ticket, and in January following, having occasion to send a member of his family over the same route, he purchased a ticket from Harrisburg to Danville, and presented the said Burkeville ticket for the fare from Danville to Burkeville, which was refused by defendant's conductor and the party required to pay full fare; that he had demanded of the defendant to redeem said unused ticket, while defendant refused to do so and tendered the difference between the fare from Harrisburg, N. C., and Lynchburg, Va., and Harrisburg, N. C., and Burkeville, Va.; this the plaintiff refused to accept, and filed his complaint before the Commission May 28, 1894, setting forth in substance the foregoing facts.

The complaint was served on defendant and answer thereto filed June 30, 1894.

The case was set for hearing at a session of the Commission at Raleigh, June 20, 1894, and continued to session of July 11, 1894, when it was called for hearing. No other material facts were developed in the investigation, except that plaintiff's destination was Farmville, Va., a station on the line of the Norfolk and Western Railroad Company, between Lynchburg and Burkeville; and that the defendant had no authority to charge its passengers over said Norfolk and Western Road. It further appeared that the plaintiff might have waited at Danville until the washout could have been repaired, and then proceeded on his way to Burkeville; and that he chose to go by Lynchburg, and was carried to that point by the defendant without charge. These facts appearing, the Commission is aware that the subject-matter of the complaint was not within its jurisdiction, and addressed to the defendant, on June 20, 1894, the following communication: "The Commission has examined the papers carefully and is not willing to admit that your proposed settlement with Mr. Lancaster is an equitable one. It is shown that he holds a ticket through to Burkeville, and by reason of a failure on your part to carry him direct to destination, he was routed by Lynchburg, and at an additional cost to him of the value of a ticket from

Lynchburg to point of destination. The Richmond passengers were carried without additional expense. Mr. Lancaster should have refunded to him the additional expense as above stated. The Commission does not make this in the shape of an order, but as a suggestion to you to meet the equity of the case, and hope it will meet your approval."

At a session of the Commission at Raleigh, July 11, 1894, the case was called for hearing, and it appeared that the defendant had tendered to the plaintiff a settlement of his claim in accordance with the opinion of the Commission, it was adjudged that the Commission approve the same and that no further action be taken. It was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

CITIZENS OF WAXHAW, *Complainants*,

v.

SEABOARD AIR LINE RAILROAD COMPANY.

July 11, 1894.

The citizens of Waxhaw, a station of the Carolina Central Railroad Company, on the 12th of April, 1894, filed a petition before the Commission asking that defendant's "Vestibule," or fast through train, known now as "The Atlanta Special," make a stop at Waxhaw, or that defendant give petitioners a daily passenger train.

The petition was served April 18, 1894, and answer filed April 20 following, from which it appeared that defendant was then about to make a change of schedule which might give petitioners the service they desired. The case was assigned for hearing to a session of the Commission at Raleigh, April 25, 1894, and continued from time to time until a session of the Commission at Raleigh, July 11, when it was called for investigation. The relief sought in this case was under the Act of the General Assembly, ratified the 9th day of February, 1893, which provides: "That the Board of Railroad Commissioners of North Carolina are hereby empowered, whenever it shall seem wise and proper to do so, to authorize, allow and permit any railroad company operating in this State to run one or more fast mail trains over its road which shall only stop at such stations on the line of the road as may be designated by the company: *Provided*, that in addition to such fast mail train said railroad shall run at least one passenger train in each direction over its road on every day except Sunday, which shall stop

at every station on the road at which passengers may wish to be taken up or put off."

When the case was called for investigation, it appeared that defendant had so changed its schedule as to be entirely satisfactory to petitioners, and it was adjudged by the Commission that the modified schedule be approved and no further action taken.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

CITIZENS OF RIVERDALE, *Complainants*,

v.

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

July 11, 1894.

The citizens of Riverdale filed a petition before the Commission April 30, 1894, asking for better station accommodations for passengers at that point. The defendant answered the petition May 5 following, and filed as a part of its answer a statement from the Auditing Department showing the passenger and freight earnings at Riverdale for the fiscal year ending June 30, 1894, and the number of passengers carried to and from Riverdale during said period, together with the trains passing that point daily. It also alleged that it had an agreement with a merchant at Riverdale to allow the use of his store for passengers who might take or leave the train at that point. It appeared that the gross passenger earnings for the year named were \$705.72, and that the average number leaving and returning daily were each three and one-half. It also appeared that Riverdale is a flag station situated on defendant's line eight miles from Newbern on one side, and two miles from Croatan on the other side of it. The Chairman of the Commission visited this station to ascertain the situation and convenience of the store mentioned in defendant's answer as the place set apart for the use of passengers. It appears that the location of this building is reasonably convenient.

These facts appearing, and the defendant manifesting a willingness and purpose to afford better accommodations as soon as they shall appear to be demanded, the Commission was of opinion that no order for better accommodation at Riverdale should be made, and at a session of the Commission at Raleigh, July 11, 1894, it was so adjudged.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.E M. DEFORD, *Complainant*,

v.

NORFOLK AND SOUTHERN RAILROAD COMPANY.

August 21, 1894.

The complainant filed a verified complaint on July 11, 1893, alleging that the accommodations for freight and passengers at Camden Court House were wholly insufficient, and asking that the Commission make an order requiring the defendant to erect a suitable building as a passenger station and freight depot.

The complaint was served and answer received from defendant through its General Manager, M. K. King, on July 15. The case was assigned for hearing at Raleigh on October 17, 1893, and continued to November 1, 1893, when C. M. Ferebee, Esq., appeared before the Commission as counsel for the complainant.

The following communication was received from the General Manager, bearing date October 23, 1893: "It occurs to me that it would perhaps be agreeable to accept our stipulation to build a suitable station at Camden Court House within six months, and to make no order in the premises. While I feel that it is a very unimportant station, either to the public or to ourselves, I recognize the force of a remark made by the President of your Board, that it was a county seat station, and am willing to give effect to that view."

This communication was read to the counsel for complainant, and was entirely satisfactory.

This case was continued that the defendant might have the time indicated to carry into effect the purpose declared in the letter of the General Manager.

At a session of the Commission at Raleigh, August 21, 1894, this case was called, and it appeared that the defendant had complied with the demands of the complaint, and that no further action was required, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.F. H. WELLS, *Complainant*,

v.

NORFOLK AND SOUTHERN RAILROAD COMPANY.

August 21, 1894.

The plaintiff filed his complaint on the 27th of July, 1894, in which he alleged that a road machine had been consigned to him at Elizabeth City, N. C., and transported thither by the defendant; that the machine was marked "To order, notify F. H. Wells"; that he had received no bill of lading for same; that the charges of transportation had been paid, and he held receipt for payment of same; that he had wired the American Road Machine Company, from whom he purchased the machine, to have the agent of the Pennsylvania Railroad Company notify the General Freight Agent of the defendant to release the article.

The plaintiff asked such relief as the Commission might deem right and proper.

The complaint was served and the defendant filed his answer July 31. In the meantime the Commission addressed the following communication to the plaintiff: "The Commission suggests that you tender the defendant company a sufficient indemnity, and it will no doubt deliver to you the article mentioned in your complaint."

The answer of the defendant alleged that the machine was received by it from the Norfolk and Carolina Railroad Company, consigned "To order, notify F. H. Wells, Elizabeth City"; that defendant understood it to be the property of the American Road Machine Company, and did not feel safe in delivering it without the bill of lading.

At a session of the Commission at Raleigh, August 21, 1894, this case was called for hearing, and the facts appeared as set out. It further appeared that the American Road Machine Company had given the defendant an indemnifying bond to protect it in making the delivery without the bill of lading, and the plaintiff had been notified that the machine was subject to his order.

The Commission was of the opinion that there was reasonable cause on the part of the defendant for its refusal to deliver the article mentioned, and that no further action was demanded. The case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,H. McD. LITTLE, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 21, 1894.

The complaint in this case was filed June 25, 1894, served June 20, and answer thereto filed July 14 following.

The investigation disclosed the following facts: The plaintiff had shipped to him a car load of household goods from Philadelphia, Ill., to Conover, a station on defendant's line in North Carolina, and prepaid the charges of transportation to the agent of the Baltimore and Ohio Southwestern Railroad, at Philadelphia, taking from him a bill of lading. In issuing the bill of lading, this agent committed an error and gave an improper rate on the goods by assuming 12,000 pounds to be the minimum weight of a car-load of household goods, whereas the classification applicable south of the Ohio River, makes the minimum 20,000 pounds, as appears from the published classification. When the shipment reached the defendant company, the error was discovered and the attention of the Baltimore and Ohio Southwestern Company, the initial carrier, was called to it, when it appeared that it was committed by its agent at Philadelphia, Ill., as already mentioned. The defendant corrected the error so far as to enable it to receive its proper rate according to the published classification, which raised the charges above those named in the bill of lading \$20.60. The plaintiff complained of this additional charge, insisting that he had complied with the contract of shipment, and that it was the duty of the defendant to deliver his goods without additional charge on his presenting his bill of lading to its agent at Conover.

There was no contract between the defendant and the Baltimore and Ohio Southwestern Company that the defendant should protect its through bills of lading. The plaintiff asked to be relieved from the payment of the additional charge mentioned, and for such action on the part of the Commission as might be deemed proper.

At a session of the Commission at Raleigh, August 21, 1894, this case was called for hearing, and the facts were found to be as set out as above. The Commission was of the opinion that the relief asked could not be granted.

This case is similar to the case of Totten & Pool v. Cape Fear and

Yadkin Valley Railway Company, which appears in the Report for 1892 of the Commission, page 638. Here, after construing the 14th section of the act creating the Commission, it was said: "But the statute does not give to the initial carrier the right to bind the connecting carriers." It is only required to state, as far as practicable, the rates charged by them. They may be allowed to have a different tariff. The carrier that declined the freight violates the statute when it refuses to deliver upon presentation of receipt and payment of rates charged according to the classification. No such violation appears in this case; on the contrary, it appears that the charges demanded by the defendant conform to the rates allowed for the class to which the articles shipped belonged. The difficulty in this case has arisen from the fact that the initial carrier has made a special contract with the plaintiff which the defendant did not authorize or guarantee, and which is in no way binding on the defendant." And in conclusion it was said: "The remedy of the plaintiff is against the initial carrier, the L. & N. R. R. Company as upon a special contract, to recover the excess paid by them." So in the case before us, it appears that the charges demanded by the defendant, and for which the plaintiff complains, conform to the rate allowed for the class to which the articles shipped belong. It also appears that the plaintiff has made a special contract with the initial carrier, the Baltimore and Ohio Southwestern Railroad Company, which the defendant did not authorize nor guarantee. Leaving out of view the fact that the rate given the plaintiff by the Baltimore and Ohio Southwestern Railroad Company in bill of lading was an error committed by its agent, it does not appear that the defendant has violated the provisions of the statute or done any wrong to the plaintiff in demanding the additional charge complained of.

In the investigation of this case we have considered it without reference to the question of jurisdiction, as if the parties had submitted the controversy to us under the 31st section of the act creating the Commission. The case is dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,GEO. N. WALTERS, *Complainant*,

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

August 21, 1894.

This was a complaint of damage to goods transported to plaintiff by defendant.

The complaint was filed June 13, 1894, served June 15, and answer filed July 5 following.

At a session of the Commission at Raleigh, August 21, 1894, this case was called for hearing, and it appeared that the injury complained of had been redressed.

No further action was demanded and the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,C. J. AUSTIN, *Complainant*,

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

August 21, 1894.

This was a complaint of loss of goods transported to plaintiff by defendant. The complaint was filed July 16, 1894, and answer thereto July 30, 1894.

At a session of the Commission at Raleigh, August 21, 1894, this case was called for hearing, and it appeared that the loss complained of had been paid by defendant. No further action was demanded and the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.JOHN H. FITZHUGH, *Complainant*,

v.

NORFOLK AND WESTERN RAILROAD COMPANY AND SEABOARD AND
ROANOKE RAILROAD COMPANY.

September 19, 1894.

The plaintiff filed his complaint on the 23d March, 1894, alleging that in January, 1893, he shipped from Garysburg, N. C., to Winston-Salem, N. C., a lot of furniture, weighing 2,608 pounds; that the agent of the defendant company, the Norfolk and Western Railroad Company, presented to him a bill for freight on same at Winston-Salem, amounting to \$8.35, which he paid, and the itemized receipt was now in his possession; that on the 18th day of January, 1894, he shipped the same furniture, with some addition, back to Garysburg, N. C., from Winston-Salem, the weight on same then being 3,540 pounds, and that bill for freight on same was presented to him by the agent of the Seaboard and Roanoke Railroad Company at Garysburg, amounting to \$19.47, which he paid, and the receipt for which he had in his possession; that the furniture was shipped, in the first instance, from the depot of the Seaboard and Roanoke Railroad Company at Garysburg, and by that line, and was received by him at the depot of the Norfolk and Western Railroad in Winston-Salem; and in the second instance, was delivered at the depot of the defendant company, the Norfolk and Western Railroad Company, in Winston-Salem, was forwarded by that line, and was received by the plaintiff at the depot of the Seaboard and Roanoke Railroad in Garysburg; that in both instances he asked for the "released" rate, which was granted by the defendants.

The plaintiff asked judgment that the defendants, jointly or severally, be required to make him recompense to the amount of \$8.14, the excess over the rate paid by him in the first instance.

The complaint was served on the Seaboard and Roanoke Railroad Company; and on the 4th day of June, 1894, its Freight Claim Agent, J. W. Wilson, answered, alleging that there was no overcharge, that the apparent overcharge was caused by the numerous additions to the shipment when forwarded back to Garysburg from Winston-Salem; that he had forwarded papers to defendants' agent at Garysburg, requesting that he see plaintiff, "explain the matter to him and have claim withdrawn."

The answer having been read by the Commission, the following was

addressed to the Freight Claim Agent on June 18, 1894: "The Commission has received no notice of the withdrawal of the claim as intimated in your letter. The difference in the charge on the shipment was not explained in this letter. It appears from the sworn complaint of plaintiff that the difference in the weight of shipment was only 932 pounds, while the difference in freight charges was \$11.12. The Commission hopes that you can explain this discrepancy which has caused complaint in the case, or that you will adjust the matter with plaintiff."

To this the Freight Claim Agent replied, June 25 following, that the papers had been returned to him with the information that the plaintiff was not satisfied, and that he was then investigating the matter with the Norfolk and Western Railroad Company.

The case was continued by the Commission for a full investigation.

At a session of the Commission, at Raleigh, September 19, 1894, this case was called for consideration, when it appeared that the overcharge complained of had been paid by the defendant, the Seaboard and Roanoke Railroad Company, and that the plaintiff asked no further relief; it further appeared that the overcharge was not an intentional violation of the law, and that no further action on the part of the Commission was demanded.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

HAWKINS, *Complainant*,

v.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

September 19, 1894.

Plaintiff complained on July 26, 1894, of an overcharge for transporting wool from New Hill, a station on the Raleigh and Augusta Railroad, to Mt. Airy, a station on the road of the defendant company.

The plaintiff filed the receipt given him by the defendant, and on July 27 following the Commission served the complaint and added: "From the face of the receipt there is evidently an overcharge; please investigate."

On the 30th of August following the defendant answered, admitting the over-charge.

At a session of the Commission at Raleigh, September 19, 1894, this case was called for consideration, when it appeared that the defendant had paid the overcharge complained of, and that the case did not demand any further action on the part of the Commission.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.JUNIUS DAVIS, *Receiver*,

TO

THE COMMISSION.

September 19, 1894.

This was a petition filed September 7, 1894, asking the Commission to reduce the valuation on the steamer "Clarence," which had been made by the Commission as a Board of Appraisers.

The petitioner filed the certificates of Mr. Horace A. Bagg, Chairman of the Board of County Commissioners of New Hanover County; of James G. Burr, Chairman of the Board for the Equalization of Taxes for New Hanover County, and of Samuel W. Skinner, proprietor of Skinner's Shipyard and contractor for the building and repairing of ships. From the evidence thus produced, it appeared that the prayer of the petitioner ought to be granted, and the valuation of the property mentioned made in accordance therewith.

At a session of the Commission at Raleigh, September 19, 1894, it was ordered by the Commissioners, as a Board of Appraisers, that the valuation of the steamer "Clarence" be reduced to \$3,000.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.W. A. PRATT, *Complainant*,

v.

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

This was complaint of unreasonable delay and loss in delivering to plaintiff a barrel of molasses consigned to him at Morven, N. C., a station on the line of Cheraw and Darlington Railroad.

The complaint was first served on the Cheraw and Darlington Railroad Company and the Carolina Central Railroad Company, and after a thorough investigation, it appeared to the Commission, and was so adjudged, that neither of these companies had failed in any duty to the plaintiff. This finding appears in the Report for 1894.

On July 16, 1894, the Commission addressed the following communication to the plaintiff: "The Commission has investigated your case for loss of molasses against the Cheraw and Darlington Railroad Company

and the Carolina Central Railroad Company. It appears that neither of the above companies are responsible for the delay in transit or the leakage, and the action is dismissed, so far as they are concerned.

"The Commission will take up the matter with the Charleston, Cincinnati and Chicago Railroad, the road delivering to the Carolina Central, and endeavor to find out if any delay on its part. You will understand that this was interstate shipment, and unless it can be shown that the loss was occasioned by some road within the State, the Commission would have no jurisdiction to make an order. It may be that the barrel was not in good order when shipped. To that case, the shipper would be responsible to you."

The investigation was taken up with the Charleston, Cincinnati and Chicago Railroad Company, from which it appeared that the molasses was consigned on the way-bill to Marion, N. C., a station on defendant's line. No one calling for it there, the agent at Morven, on the line of the Cheraw and Darlington Railroad, was asked if it was wanted there, and the General Freight Agent of defendant notified. As soon as instructions were received by the agent at Marion, the article was forwarded to Morven. It was received on the 10th April, 1893, and forwarded on the 19th April, 1893, in bad order and leaking. This long and otherwise unreasonable delay of nine days was caused by the inability of the agent at Marion to ascertain the destination. The way-bill had caused the molasses to be delivered there, and it did not appear that this mistake had been made on any road within the jurisdiction of the Commission.

At a session of the Commission at Raleigh, October 16, 1894, this case was called, and, the facts appearing as set out, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

K. L. CRAVEN

v.

SOUTHERN RAILWAY COMPANY.

October 16, 1894.

This was a complaint of unjust discrimination in charging a higher rate on coal shipped from Tennessee to Concord, N. C., than to Charlotte, N. C., although the distance was greater to Charlotte than to Concord, and shipments passed Concord on the route to Charlotte.

The complaint was filed August 7, 1894, served on the defendant August 9, and the following answer made thereto August 21 by the General Freight Agent of the defendant, J. H. Drake:

"The rate on coal from K. O. mines (which I presume are the mines referred to in complaint) to Concord, are slightly higher than to Charlotte, which seems to be entirely in line, as Charlotte shipments move *via* the Short Line *via* Statesville and A., T. & O.; whereas shipments to Concord are hauled through Charlotte to Concord or *via* Salisbury to Concord."

To this answer the Commission addressed the following reply, dated August 22, 1894:

"Again referring to complaint of Mr. Craven, of Concord, in regard to the discrimination in favor of Charlotte as against Concord as to rates on coal, the Commission begs to say that it is not satisfied with your explanation of same. We are informed that most of the shipments of coal to Charlotte go by way of Statesville and Salisbury and pass Concord; this being the case, it is clearly a discrimination. Admitting, however, that your statement is correct, that it goes by the A., T. & O., the mileage is about the same and the difference of fifteen cents per ton is too much. We hope you will give this matter attention, and endeavor to correct the same."

At a session of the Commission at Raleigh, October 16, 1894, this case was called for hearing, when it appeared that the defendant had changed its rates on coal so as to give the same rates to concord as to Charlotte, and that no further relief was demanded.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

NICHOLSON

v.

WILMINGTON AND WELDON RAILROAD COMPANY.

October 16, 1894.

Complaint filed July 12, 1894, alleging loss on account of unreasonable delay in transportation of baggage. The defendant answered October 10, promising to investigate the complaint and report to the Commission.

At a session of the Commission October 16, 1894, this complaint was called, and it appeared that defendant had paid the loss complained of, and that no further action was demanded.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

ROBERT I. ROGERS

v.

SOUTHERN RAILWAY COMPANY AND THE RALEIGH AND AUGUSTA
RAILROAD COMPANY.

October 16, 1894.

Complaint alleging that defendants failed to provide any facilities for the interchange and transfer of freights between their respective lines at Cary, a station on the line of the Southern Railway Company, where the lines of the defendant companies cross each other.

The complaint was filed August 9, 1894, and answers thereto by defendants on August 25 following.

The plaintiff alleged that about 1st August, 1894, he shipped a lot of marble from Durham to Carthage, the last-named point being a station on the line of the Raleigh and Augusta Railroad Company. Said shipment was delivered to the Southern Railway Company at Durham to be forwarded to Carthage *via* Cary; that he was compelled to go to Cary and have the consignment transferred to the Raleigh and Augusta Company, with inconvenience and loss of time.

The Raleigh and Augusta Railroad Company, in its answer, alleged that it had a line of its own from Durham to Carthage and preferred to transport over its own line; that shifting at Cary would be attended with delay and expense, and asked that the Commission make no order interfering with its local business. The Southern Railway Company answered that it had taken up the matter of the schedule at Cary, and that there would be no further cause of complaint.

On the 9th of August the Commission addressed the following communication to the plaintiff:

"Referring to your complaint, we send you copies of circulars issued by the Commission which covers your case. You will tender your freight for shipment, and if the same is refused you will then please notify the Commission, and the matter will have immediate attention."

The circulars referred to are these:

"Circular No. 36. The following rule is adopted by the Railroad Commission, to take effect at once, and to be added to Rules Governing the Transportation of Freight already adopted by the Commission: Whenever a shipment is offered at a point where there are two routes over connecting lines to destination, it shall be duty of the Railroad Company making shipment to forward same by the shortest route,

unless the rate charged over the longer route does not exceed that of the shorter; or unless otherwise ordered by the shipper."

"Circular No. 39. No common carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering, or forwarding the same to its destination."

At a session of the Commission at Raleigh, October 16, 1894, this case was called, and it appeared that reasonable and proper facilities for the interchange of traffic at Cary had been effected by the defendants.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

THE ENGLISH DRUG COMPANY

v.

SOUTHERN RAILWAY COMPANY.

October 16, 1894.

The English Drug Company, Monroe, N. C., complained of excessive rate on spirits of turpentine, the rate being from Columbia, S. C., to High Point 21 cents, while from Charlotte to High Point it was 30 cents.

On investigation it appeared that the Columbia rate was an error, and was so changed as to make no discrimination against Charlotte. The case was then dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

SUFFOLK AND CAROLINA RAILWAY COMPANY

TO

THE COMMISSION.

November 13, 1894.

On June 25, 1894, notice was served upon the Commission that application would be made by the Suffolk and Carolina Railroad to discontinue the agency at Bosely, N. C. On June 26 notice was given to the Suffolk and Carolina Railroad to post up notices of the application for thirty days, and then advise of the same. On November 1 the Commission was notified through General Manager I. H. McLeary that the application was withdrawn. Case dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

H. D. CAMERON

v.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

November 13, 1894.

October 4, 1894, complaint was made by H. D. Cameron, Spout Springs, N. C., against the C. F. & Y. V. R. R. for non-payment for a bull killed by said company in November, 1893. As neither the railroad company or complainant had agreed to arbitration by the Railroad Commission, and having no jurisdiction without this consent, the case was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

W. H. HEISTON

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

November 13, 1894.

This was a complaint filed July 4, 1894, of excessive charge on shipment of freight coming to plaintiff from Buffalo, New York. The plaintiff alleged that the excessive charge was based upon improper weights which appeared in the bill of lading held by the defendant, and which greatly differed from those expressed in the bill of lading which the plaintiff's consignor had furnished him. The plaintiff further alleged that defendant had promised to investigate these discrepancies and make all necessary corrections.

On October 17 the Commission inquired of plaintiff if the matter in controversy had been settled; and, if not, asked plaintiff to advise the Commission, that further action might be taken.

At a session of the Commission at Raleigh, November 13, 1894, the complaint was considered, when it appeared that the same had been settled by defendant, and that no further action was demanded.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,

J. W. THAMES.

v.

SOUTHERN RAILWAY COMPANY.

November 13, 1894.

Complaint was filed October 2, 1894, and served October 9, alleging that defendant's agent at Oxford, N. C., on the 21st of September, 1894, deceived the plaintiff by telling him that defendant's line furnished the cheapest route from Oxford to Sumpter, S. C., by which deception plaintiff paid \$2.10 more than he would have had to pay over the other route.

At a session of the Commission at Raleigh, November 13, 1894, this complaint was considered by the Commission, and it appearing that the subject-matter of the complaint was not within its jurisdiction, was dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

MURDOCK

v.

RICHMOND AND DANVILLE RAILROAD COMPANY.

November 13, 1894.

Complaint filed September 5, 1894, and served September 14, 1894, alleging that defendant had refused to receive and pay for a large number of cross-ties furnished by plaintiff, under an agreement with defendant.

At a session of the Commission at Raleigh, November 13, 1894, this complaint was called, and it appearing that defendant had declined to submit the matter in controversy to the Commission for arbitration, the action was dismissed for want of jurisdiction.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

H. H. MASHBURN

*v.*SOUTHERN RAILWAY COMPANY AND RALEIGH AND GASTON RAILROAD
COMPANY.

November 13, 1894.

The complaint in this case, filed October 2, 1894, alleged that the local freight train of the Southern Railway Company, carrying passenger coaches, arrived in Raleigh after the departure of the local freight train of the Raleigh and Gaston Railroad Company, carrying passenger coaches; that the train of the Southern Railway Company remained at Durham several hours, and by leaving that point earlier could easily make the desired connection at Raleigh.

The defendant companies answered, saying that any change of schedule would inconvenience them; and that their trains were local freight trains and only carried passenger coaches for local accommodation.

At a session of the Commission at Raleigh, November 13, 1894, this complaint was considered, and the inconvenience complained of did not seem great enough to require any action on the part of the Commission. It appeared that only a few hours elapsed after arrival from Durham before the departure of the regular passenger train of the Raleigh and Gaston Railroad Company. The Commission does not desire to interfere with schedules unless the service appears unreasonable. It was adjudged that the complaint be dismissed.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS.

WHITE & THOMPSON, TERRELL et al.

*v.*SOUTHERN RAILWAY COMPANY, WILMINGTON AND WELDON RAIL-
ROAD COMPANY, COMPANIES COMPRISING SEABOARD AIR-LINE, THE
CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

November 13, 1894.

The plaintiffs, who are citizens of North Carolina, filed complaints August 20, 1894, of Rule No. 7, adopted by the Southern Railway and Steamship Association, effective June 16, 1894.

The defendants filed separate answers, promising to take up the matter with the Association.

On August 21, 1894, the Commission addressed the following communication to each of the defendants:

"Very general complaint is being made against the enforcement of Rule No. 7, which appears in the July number, 1894, of 'How to Ship,' and which reads as follows: 'The minimum charge on a single shipment of one class classified first class or lower, shall be for one hundred pounds at the class rate to which it belongs; but if classified higher than first class, the minimum charge shall be for one hundred pounds at the first class rate. If the shipment contains articles in two or more classes, none of which are classified higher than first class, the minimum charge shall be for one hundred pounds of the article taking the highest class; but if any of the articles are classified higher than first class, the minimum charge shall be for one hundred pounds at the first class rate.' This rule affects very seriously a large class of our people and benefits no one in the State, and seems to be in the interests of large shippers North. The Commission is sure your sense of justice will induce you to have the old rate restored. We are aware this rule affects only interstate business, and that it is beyond the power of this Commission to restore the former rates; but we feel it to be our duty to call this matter to the attention of the Interstate Commerce Commission, if it is persisted in. The Commission is of the opinion that it is an unjust discrimination against small shippers."

In answer to this, the Commission was advised, on September 5, that the subject in question would be considered at the meeting of the Traffic Managers of the Association, to be held during the month, and that the Commission would be advised as to the conclusion reached. There was much other correspondence, and the Traffic Manager of the Southern Railway Company appeared before the Commission at a session at Raleigh, September 25, 1894. The case was continued until the Commission could be advised of the action taken by the Traffic Managers of the Railway and Steamship Association.

At a session of the Commission at Raleigh, November 13, 1894, this case was called for consideration, when the following communication was read, addressed to the Chairman of the Commission and signed by J. M. Culp, the Traffic Manager of the Southern Railway Company:

"Agreeably to my promise to you at our conference in Raleigh on the 25th of September, at the recent meeting of the Southern Railway and Steamship Association I had the matter brought up, and it was

arranged to charge actual weight on shipments weighing less than one hundred pounds with the minimum charge of 25 cents, except that when rates are based on the rate to a junction or terminal point plus the local therefrom to local point of destination, the minimum charge will be 50 cents, 25 cents to the junction or terminal point and 25 cents to the local road.

"I will add that so far as points on our line are concerned, actual weights will be charged for and the minimum rate will be 25 cents to any points on our line. Notice will be promptly issued by the Commissioner of the Southern Railway and Steamship Association, and put into effect as soon as proper legal notice can be given hereafter."

The Commission was of opinion that this order of the Association would give the relief demanded. The order rescinded Rule 7, and the regulations substituted for it seemed reasonable. It was adjudged that no further action was required on the part of the Commission.

STATE OF NORTH CAROLINA ON THE RELATION OF THE RAILROAD
COMMISSIONERS,

ROBERT E. LEAVELL

v.

WESTERN UNION TELEGRAPH COMPANY.

November 13, 1894.

The complaint in this case was filed August 21, 1894, alleging a violation of the tariff rate prescribed by the Commission for the transmission of telegraphic messages.

The plaintiff alleged that on August 17, 1894, he delivered a ten-word message to the defendant, at Wilson, N. C., to be transmitted to Edenton, N. C., and was required by the defendant to pay fifty cents for the transmission of the message, and that this was a violation of the rate prescribed by the Railroad Commission of North Carolina.

The defendant answered the complaint on the 31st of August, 1894, through its General Superintendent, J. B. Tree, alleging that the "telegraphic tolls from Wilson, N. C., to Norfolk, Va., are twenty-five cents for ten words, and the rate from Norfolk, Va., to Edenton, N. C., is twenty-five cents, making a total of fifty cents. The message was sent *via* Norfolk because it is the only telegraph route by which the business addressed to Edenton can be handled and turned over to the Elizabeth City and Norfolk Telegraph Company, at Norfolk, Va., as the

Western Union Telegraph Company has no commercial office at Edenton, N. C."

The case was assigned for hearing at a session of the Commission at Raleigh on November 13, 1894, when J. B. Tree, Superintendent of the defendant company; N. C. Pamplin, Manager of the defendant company at Norfolk, Va.; E. C. Hudson, Manager of defendant's office at Wilson, N. C.; M. F. Bond, Manager of the Elizabeth City and Norfolk Telegraph Company, at Elizabeth City, N. C., appeared and were examined as witnesses on the part of the defendant.

The defendant also put in evidence the contract between the Western Union Telegraph Company and the Elizabeth City and Norfolk Telegraph Company, and the contract between the Western Union Telegraph Company and the Norfolk and Southern Railroad Company. The defendant was represented by its counsel, Major Robert Stiles, of Richmond, Va.

It was agreed that while the complaint and answer were informal, that the case should be heard upon its merits, as an allegation on the part of the plaintiff of a violation of the rates prescribed by the Commission and a denial on the part of the defendant of the allegation, with leave to both plaintiff and defendant to amend the same in the progress of the case if desired.

The following facts are found by the Commission :

1. The plaintiff on August 17, 1894, delivered a message of ten words to defendant's agent at Wilson, N. C., and requested him to forward the same at once to Edenton, N. C., at the same time tendering the agent twenty-five cents to pay for the transmission of the message. The defendant's agent demanded fifty cents for the transmission of the message. The plaintiff paid the sum demanded, protesting that it was a violation of the rates prescribed by the Railroad Commission of North Carolina, and declaring that he would seek redress.

2. Wilson and Edenton are both towns situated in the State of North Carolina.

3. When the message reached Norfolk, Va., it was transferred to the office of the Elizabeth City and Norfolk Telegraph Company and sent over the wire of this last named company to its destination.

4. There is a corporation duly organized and incorporated according to law, under the name of the Elizabeth City and Norfolk Telegraph Company, engaged in the transmission of telegraphic messages upon a line extending from the town of Edenton, and through the town of Elizabeth City, in North Carolina, to the towns of Portsmouth and

Norfolk, in the State of Virginia; that the said line was, at the time mentioned in the complaint, and is now, operated and controlled exclusively by the Elizabeth City and Norfolk Telegraph Company, and was not then, and is not now, operated by or under the control of the defendant.

These facts are found from the contract between the defendant and the Elizabeth City and Norfolk Telegraph Company, and the testimony of the witnesses.

5. That the shortest and only route by which a message could have been or could now be transmitted from Wilson to Edenton traversed a part of the State of Virginia.

6. That just prior to the 19th day of December, 1888, the defendant controlled and operated a line of telegraph along the track of the Norfolk and Southern Railroad Company, from the town of Berkley, in the State of Virginia, to Edenton, in the State of North Carolina, passing through the said town of Elizabeth City, and on said 19th day of December, 1888, entered into an agreement with the said Norfolk and Southern Railroad Company for the maintenance and operation of said telegraph line, which is in these words:

(COPY.)

EXECUTIVE OFFICE,

WESTERN UNION TELEGRAPH COMPANY,

A. R. BREWER, *Secretary*.

NEW YORK, December 19, 1888.

Extracts from minutes of Executive Committee meeting, held-----
December 19, 1888:

"Contracts recommended by the Law Committee were submitted and action taken thereon as follows:

"NORFOLK AND SOUTHERN RAILROAD COMPANY.

"For the construction, maintenance and operation of telegraph lines on present line of railroad from Berkley, Va., to Edenton, N. C., and extensions and branches, etc., etc., term, twenty-five years, and until one year's notice. On motion, it was

"*Resolved*, That contract be approved and its execution under the seal of the company authorized."

A true copy from the minutes.

(Signed) A. R. BREWER, *Secretary*.

This agreement, made and entered into this 19th day of December, 1888, by and between the Western Union Telegraph Company, of the first part, and the Norfolk and Southern Railroad Company, of the second part, hereinafter respectively designated for convenience as the telegraph company and the railroad company, witnesseth :

That whereas, the telegraph company controls and operates a line of telegraph along the railroad company's railroad, from Berkley, Virginia, to Edenton, N. C., which telegraph line has heretofore been operated under the provisions of an agreement between the railroad company and the Southern Telegraph Company, dated the fourteenth day of October, eighteen hundred and eighty-three, and it is desirable in the interest of the parties hereto that an agreement be made between them for the maintenance and operation of said telegraph line, and for the construction, maintenance and operation of a telegraph line, or any extensions and branches of said railroad :

Now, therefore, for and in consideration of the covenants and agreements herein contained, the parties hereto have naturally agreed as follows :

First. The telegraph company agrees to furnish, at some point on the line of the railroad company's railroad, all poles, wire, insulators, and other necessary material for the construction of a line of poles and one wire, or more, as the telegraph company may require, along any future extensions and branches of said railroad, and along any railroad hereafter owned, leased or controlled by the railroad company upon which the telegraph company may not then have a line of telegraph.

The telegraph company also agrees to furnish all poles, wire, insulators, and other necessary material for the maintenance, repair and reconstruction of said line of poles and wire or wires along the railroad company's railroad between Berkley and Edenton, and along any extension and branches thereof, and leased or controlled roads.

The telegraph company further agrees to furnish the use of its main batteries for the operation of the wires provided for herein, and also to furnish and maintain a wire and cable conductor between Norfolk and Berkley, connecting at Berkley with the wire, thence to Edenton.

Second. The railroad company agrees to furnish at its own expense all the labor to set said poles in the ground and erect the first wire and insulators thereon, under the direction of a foreman to be furnished by the telegraph company, along any extensions and branches of said railroad, and along any railroad hereafter owned, leased or controlled by

the railroad company upon which the telegraph company may not then have a line of telegraph.

The railroad company also agrees to furnish at its own expense all the labor to maintain the telegraph company's line of poles and wire or wires along the railroad company's railroad between Berkley and Edenton, and along any extensions and branches thereof, leased or controlled roads, in good order and repair, and to reconstruct said lines of poles and wires when required by the telegraph company; poles, wire, insulators, and other materials for such repair and reconstruction, being furnished by the telegraph company, as hereinbefore provided.

It is understood and agreed that the railroad company shall exercise the same care and diligence in the maintenance and repair of the wire or wires that the telegraph company has or may have along said railroad for its business that the railroad company does in the maintenance and repair of the wire or wires used by it.

The telegraph company agrees to furnish a foreman to oversee the work of construction and reconstruction herein provided for.

Third. The telegraph company agrees to set apart the existing wire erected along said railroad, and the first wire erected along extensions and branches thereof, for the joint use of the parties hereto in the transmission of railroad and commercial business, it being agreed that the railroad company's messages of an important character, directing the movements of trains, shall have precedence over said joint wire.

Whenever the railroad business of the railroad company requires the exclusive use of said joint wire, the telegraph company, on receiving sixty days' written notice, agrees to furnish the material for the construction of a wire for commercial business, the railroad company agreeing to furnish the labor for and pay the expenses of erecting the same, under the direction of a foreman to be furnished by the telegraph company.

After the erection of said second wire the first wire shall be set apart for the railroad company's railroad business exclusively, and for such commercial business as can be done thereon without interfering with said railroad business.

In case of the interruption of either one of said two wires, the business of both parties hereto shall, as far as practicable, be done over the working wire, important railroad messages directing the movement of trains having precedence.

Fourth. All messages of the officers and agents of the railroad company, pertaining to its railroad business, may be transmitted free of

charge on the wire set apart for said business between all telegraph stations on the line of said railroad, and between said stations and Norfolk.

The telegraph company agrees to issue to such officers of the railroad company as may be designated by the President, Vice-President or General Superintendent thereof, annual franks authorizing the free transmission of messages relating strictly to the railroad business of the railroad company's railroad covered by this agreement, originating at and destined to points on the telegraph company's lines in the United States, beyond or off the line of said railroad, to an amount not exceeding five hundred dollars (\$500) per annum for the first seventy-four (74) miles of railroad owned by the railroad company and occupied by a telegraph line erected thereon and operated under the provisions of this agreement, and six dollars (\$6) per annum additional for each additional mile of railroad constructed, leased or controlled by the railroad company, and occupied as aforesaid.

The tolls on all such messages to and from points beyond or off the line of said railroad shall be calculated at the regular commercial day rates of the telegraph company between the points at which such messages originate and to the points to which they may be destined. And the railroad company agrees to pay to the telegraph company one-half of its aforesaid rates on all such messages in excess of said amount. Settlements to be made yearly.

It is understood and agreed that the free telegraphic service herein provided for applies only to the transmission of messages concerning the operation and business of the railroad company's railroad covered by this agreement, and shall not be extended to any messages for transmission by cable, nor to messages ordering sleeping car, parlor car or steamer berths, merchandise or accommodations for customers of the railroad company, the tolls on which messages should properly be chargeable to such customers.

Fifth. The railroad company agrees to transport free of charge over its railroad, upon the application of the Superintendent, or other officer of the telegraph company, all persons in the employ of the telegraph company when traveling on the business of said company, and also to transport and distribute free of charge along the line of its railroad, all poles and other materials and supplies for the construction, maintenance, operation, repair and reconstruction of the lines and wires covered by this agreement, and of such additional wires and lines of

poles and wires as may be erected under the provisions of this agreement.

Also all material and supplies for the establishment, maintenance and operation of the offices of both parties hereto at places along and adjacent to said railroad.

And the railroad company further agrees to transport without charge the poles and other materials and supplies of the telegraph company to be used on its line, beyond or off the line of said railroad, to an amount computed at the regular current transportation rates of the railroad company not exceeding two hundred dollars (\$200) per year for the first seventy-four (74) miles of railroad owned by the railroad company and occupied by a telegraph line erected thereon and operated under the provisions of this agreement, and three dollars (\$3) per annum additional for each additional mile of railroad constructed, leased or controlled by the railroad company and occupied as aforesaid. And the telegraph company agrees to pay to the railroad company one-half of its aforesaid rates on all such transportation of poles and other material and supplies in excess of said amount. Settlements to be made yearly.

Sixth. Either party to this agreement may establish and maintain telegraph stations at such places on said railroad as it may deem necessary, and at all such stations as the railroad company has established or may establish the telegraph company agrees to supply Morse instruments and local batteries, and blank forms and stationery for commercial business.

At all telegraph stations of the railroad company, now or hereafter established, it shall furnish operators at its own expense, and its operators, and other employees acting as agents of the telegraph company, shall receive, transmit and deliver, exclusively for the telegraph company party hereto, such commercial or public messages as may be offered, and shall charge the tariff rates which the telegraph company may fix thereon, and shall render to the telegraph company exclusively monthly statements of such business and full accounts of all receipts therefrom, and the railroad company agrees to pay all of such receipts to the telegraph company in such manner and at such time as it may direct. And said operators and other employees shall not, without the consent of the telegraph company, transmit over said telegraph line any free messages, except those herein provided for, and concerning all telegraph business, whether paid or free, shall conform to all rules, regulations and orders of the telegraph company applicable

thereto. No employee of the railroad company shall, while in its service, be employed in the transaction of commercial or public telegraph business by or for any party other than the telegraph company party hereto; and the telegraph company shall have the exclusive right to the occupancy of the railroad company's depots and station-houses for commercial or public telegraph business, as against any other party.

Seventh. If the telegraph company elects to establish an independent office at a station of the railroad company, the railroad company shall furnish office room, light and fuel free of charge in such station, and if at such station one person can attend to the telegraph business of both companies, the agent of the telegraph company, acting for and as the agent of the railroad company in the premises, shall do such business of the railroad company without charge. Whenever the telegraph business of both companies at any such office becomes so large that more than one operator is needed to attend to it, then the railroad company shall employ and pay its own operator.

Eighth. The railroad company, so far as it legally may, hereby grants and agrees to assure to the telegraph company the exclusive right of way on, along and under the line, lands and bridges of the railroad company, and any extensions and branches thereof, for the construction, maintenance, operation and use of the lines of poles and wires and underground or other lines for commercial or public uses or business, with the right to put up or construct, or cause to be constructed, from time to time, such additional wires and such additional lines of poles and wires and underground or other lines as the telegraph company may deem expedient, and the railroad company agrees to clear and keep clear said right-of-way of all trees, undergrowth, and other obstructions to the construction and maintenance of the lines and wires provided for herein, and the railroad company will not transport men or material for the construction, maintenance or operation of a line of poles and wire or wires or underground or other line, in competition with the lines of telegraph company party hereto, except at and for the railroad company's regular local rates, nor will it furnish for any competing line any facilities or assistance that it may lawfully withhold, nor stop its trains, nor distribute material therefor at other than regular stations.

Provided, always, that in protecting and defending the exclusive grants conveyed by this contract the telegraph company may use and proceed in the name of the railroad company, but shall indemnify and save

harmless the railroad company from any and all damages, costs, charges, and legal expenses incurred therein or thereby.

Ninth. The railroad company shall have the right to the free use of any telegraphic patent rights or new discoveries or inventions that the telegraph company now owns and uses in its general telegraph business, or which it may hereafter own or use as aforesaid, so far as the same may be necessary to properly carry on the business of the railroad telegraphing on the line of the said railroad as provided for herein.

Tenth. It is a condition of this contract that the railroad company is not to be responsible for, and the telegraph company hereby covenants and agrees to save the railroad company harmless and indemnify it against any loss or damages of any kind arising from any injury to persons in the employ of or property belonging to the telegraph company while being carried free over said railroad under this agreement, and from any neglect or failure in the transmission or delivery of messages for any person doing business with the telegraph company, and on account of any public telegraph business; and the telegraph company shall not be responsible for, and the railroad company agrees to indemnify and save harmless the telegraph company against any loss or damages of any kind arising from or on account of any error, failure, delay or default in the transmission or delivery of any and all messages sent for the railroad company under this agreement.

Eleventh. It is mutually understood and agreed that the telegraph line, poles, wires and fixtures covered by this contract are the property of the telegraph company, and shall form part of its general telegraph system, and shall be controlled and regulated by the telegraph company, which shall fix and determine all tariffs for the transmission of messages, and all connections with other lines and interests.

Twelfth. The provisions of this agreement shall supersede said agreement hereinbefore mentioned, and any other agreement now existing, or claimed to exist, between the parties hereto, or their predecessors respectively, in the ownership or control of their respective properties.

The provisions of this agreement shall extend to all railroads now owned, leased, controlled or operated, and to all railroads hereafter owned, leased, controlled or operated by the railroad company, or by any company or corporation in which the railroad company may own a majority of the stock, or whose action it may be able to control by the ownership of stock or otherwise, and the provisions of this agreement shall be and continue in force for and during the term of twenty-five (25) years from the 31st day of December, 1888, and shall continue

after the close of said term until the expiration of one (1) year after written notice shall have been given after the close of said term by either party to the other of an intention to terminate the same, and in case of any disagreement concerning the true intent and meaning of said provisions, the subject of such difference shall be referred to three arbitrators, one to be chosen by each party hereto, and a third by the two others chosen, and the decision of such arbitrators, or a majority thereof, shall be final and conclusive.

In witness whereof, the parties to these presents have caused the names of their proper officers to be hereunto subscribed, and their corporate seals to be attested, the day and year first above written.

THE WESTERN UNION TELEGRAPH COMPANY,

By JOHN VAN HORNE, *Vice-President*.

A. R. BREWER, *Secretary*.

THE NORFOLK & SOUTHERN RAILROAD COMPANY,

By WILLIAM H. PHILLIPS, *President*.

E. W. CORLIES, *Secretary*.

STATE OF VIRGINIA—CITY OF NORFOLK.

I. P. Jernigan, Auditor of the Norfolk and Southern Railroad Company, personally appeared before me and made oath that the above writing is a true copy of a contract between the Western Union Telegraph Company and the Norfolk and Southern Railroad Company, the original of which is on file in his office.

Given under my hand and official seal, this 29th day of June, 1892.

W. B. MARTIN,

Commissioner of Affidavits, etc., for North Carolina in Virginia.

7. That since said 19th day of December, 1888, the defendant has operated said line under said contract.

These facts are found from the above contract and testimony of the witnesses.

8. That there is a telegraphic office at Edenton, which is operated by an agent who is in the employment of the said railroad company, but no commercial messages are transmitted at said office.

9. That commercial messages are transmitted at other offices on said line, viz., Centreville, Moyock and Hertford, and that these said offices are operated by agents who are in the employment of the railroad company. These facts are found from the testimony of the witnesses.

10. That the defendant refuses to transmit commercial messages at the two offices of Edenton and Elizabeth City, because it does not wish to interfere with the business of the Elizabeth City and Norfolk Telegraph Company at these two places. This fact is found from the testimony of the witnesses.

11. That on the 19th day of April, 1880, the defendant entered into a contract with the Elizabeth City and Norfolk Telegraph Company, which is in these words:

THIS AGREEMENT, made and entered into this 19th day of April, 1880, by and between the Western Union Telegraph Company, party of the first part, and the Elizabeth City and Norfolk Telegraph Company, party of the second part, witnesseth:

THAT WHEREAS, the party of the second part owns or controls a telegraph line of one wire extending from Portsmouth, Va., to Edenton, N. C., which is now connected with the offices of the party of the first part, and operated by it at its offices in Norfolk and Portsmouth:

NOW, THEREFORE, for and in consideration of the covenants and agreements herein contained, the parties hereto have mutually agreed as follows:

First. The party of the first part agrees to furnish office room in its offices at Norfolk and Portsmouth, Va., and the use of its main battery at Norfolk, Va., for the wire of the party of the second part extending from Portsmouth, Va., to Edenton, N. C., and also to operate said wire at said Norfolk and Portsmouth offices free of charge to the party of the second part.

The party of the first part further agrees, so long as it may have a spare conductor in the present cable between Norfolk and Portsmouth, to allow the party of the second part to continue the use of such spare conductor for its wire free of charge, it being understood and agreed that whenever the party of the first part shall require the use of said spare conductor, it shall be surrendered by the party of the second part, which shall either furnish a conductor for its wire between said places or allow said wire to terminate at Portsmouth, where it shall be operated by the party of the first part free of charge.

Second. The party of the first part agrees to deliver in regular order with its own business within the radius of its free delivery limits at Norfolk and Portsmouth, Va., all messages which may be received over said wire for delivery at said places, for which service the party of the second part agrees to pay to the party of the first part three (3) cents

for each message delivered at said places, settlements to be made monthly.

Each party hereto agrees to pay to the other its regular tariff rates payable on business to and from points on its lines exchanged at said offices in Norfolk or Portsmouth, and each party agrees to connect and exchange business exclusively with the other at Norfolk or Portsmouth during the term of this agreement.

Third. It is mutually understood and agreed that each of the parties hereto shall respectively assume all responsibility for errors, failures or delays in the transmission or delivery of messages, when such errors, failures or delays may be occasioned by the fault of its respective employees or lines, and that each party hereto shall guarantee the other against any liability or damage from such cause, arising from the fault of its own employees or lines.

And it is further agreed that in case any such liability or damage shall arise in such manner that it cannot be determined which party is in fault, then the responsibility and the loss, if any, shall be borne equally by the respective parties hereto.

Fourth. The provisions of this agreement shall be and continue in force for and during the term of ten (10) years from the date hereof, and thereafter until six months' written notice shall have been given by one of the parties hereto of its intention to terminate the same.

In witness whereof, the parties to these presents have hereunto set their hands and seals the day and year first above written.

THE WESTERN UNION TELEGRAPH CO.,

[Seal.]

By NORVIN GREEN, *President.*

A. R. BREWER, *Secretary.*

ELIZABETH CITY AND NORFOLK TELEGRAPH CO.,

[Seal.]

By C. GUIRKIN, *President.*

G. W. COBB, *Secretary.*

It is mutually agreed by and between the Western Union Telegraph Company and the Elizabeth City and Norfolk Telegraph Company, parties to the annexed agreement, dated 19th day of April, 1880, for exclusive connection and exchange of business with each other, and for other things therein set forth, that the same shall be and is hereby renewed and continued in force upon the same terms and conditions as therein set forth, for the further period of five (5) years from the 19th day of April, 1890, to the 19th day of April, 1895, and thereafter until the expiration of six (6) months after written notice shall have

been given, after the close of said term, by either party to the other of an intention to terminate the same.

In witness whereof, the parties hereto have caused the names of their proper officers to be hereto subscribed, and their corporate seals to be hereto affixed and attested, this 8th day of May, 1890.

THE WESTERN UNION TELEGRAPH CO.,

[Seal.]

By (Signed) JOHN VAN HORN, *Vice-President*.

(Signed) A. R. BREWER, *Secretary*.

ELIZABETH CITY AND NORFOLK TELEGRAPH CO.,

[Seal]

By (Signed) C. GUIRKIN, *President*.

(Signed) GEO. W. COBB, *Secretary*.

12. That by its contract with the Norfolk and Southern Railroad Company the defendant has a continuous line by which messages may be transmitted from Wilson to Edenton, and other points in North Carolina, but which line traverses a part of the State of Virginia, passing through the city of Norfolk.

This fact is found from the testimony of Mr. Tree.

13. That the telegraphic offices at Centreville, Moyock and Hertford on said line are operated by men in the employment of the railroad company, and the rate prescribed by the Railroad Commission is observed.

This fact is found from the testimony of Mr. Tree.

14. The twenty-sixth section of the act creating the Railroad Commission provides: "The said Commissioners are hereby authorized and required to make, or cause to be made, just and reasonable rates of charges for the transmission of messages by any telegraph line or lines doing business in the State.

15. That in pursuance of said action, the Commission, on May 6, 1891, made and prescribed the following standard telegraphic rates:

"On and after June 1, 1891, all telegraphic messages having their origin and terminating within this State will be charged as follows:

"Ten body-words or under, twenty-five cents.

"Over ten words, two cents for each additional word."

From these facts the Commission concludes:

1. That the telegraphic office at Edenton, on the line of the Norfolk and Southern Railroad, is under the control of the defendant, and that the operator in said office, although employed by the said railroad company, is the agent and operator of the defendant.

2. That a telegraphic message transmitted by the defendant over said

line of the Norfolk and Southern Railroad Company from or to Edenton, to or from Wilson, or any other point in North Carolina, does not constitute commerce between the States, although traversing another State in the route, and is subject to the rates prescribed by the Commission.

3. That defendant cannot be heard to say that it did not send the message mentioned in this case over its own line from Norfolk to Edenton.

4. That the charge of fifty cents mentioned in this case was in violation of the rates prescribed by the Commission.

Wherefore, it is adjudged by the Commission, and so ordered, that defendant refund to plaintiff the sum of twenty-five cents, the excess above the rates allowed by law, and that said defendant desist from further violation of the rates prescribed by the Commission for transmission of messages from Wilson to Edenton.

CIRCULARS.

BOARD OF RAILROAD COMMISSIONERS.
RALEIGH, N. C., January 22, 1894.

CIRCULAR No. 35.

TARIFF OF NORTHAMPTON AND HERTFORD RAILROAD COMPANY.

From and after this date the Northampton and Hertford Railroad Company will be allowed to charge for freight and passengers as follows :

PASSENGER—	<i>First Class.</i>	<i>Second Class.</i>
Gumberry to Jackson.....	35 cents.	30 cents.
Gumberry to Mofield.....	25 “	20 “
Jackson to Mofield.....	15 “	10 “

FREIGHT—

DISTANCE (MILES).	PER 100 POUNDS.										PER BBL.	PER 100 LBS.			PER TON.		PER CAR LOAD.		
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.
7 miles and under----	14	12	10	7	7	7	6	6	5	4½	7	10	7	3½	65	70	7 00	8 00	5 00
12 miles and over 7----	16	14	13	11	9	8	7	7	6	5½	9	11	10	4½	75	85	9 00	9 00	6 50

By order of the Board :

H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

BOARD OF RAILROAD COMMISSIONERS,
RALEIGH, February 19, 1894.

CIRCULAR No. 36.

The following rule is adopted by the Railroad Commission, to take effect at once, and to be added to rules governing the transportation of freight already adopted by the Commission :

“ Whenever a shipment is offered at a point where there are two routes over connecting lines to destination, it shall be the duty of the railroad

company making shipment to forward same by the shortest route, unless the rate charged over the longer route does not exceed that of the shorter; or unless otherwise ordered by the shipper."

By order of the Board:

H. C. BROWN, *Clerk.*

J. W. WILSON,

Chairman.

BOARD OF RAILROAD COMMISSIONERS,

RALEIGH, January 22, 1894.

CIRCULAR No. 37.

TARIFF ABERDEEN AND ROCK FISH RAILROAD COMPANY.

From and after this date the Aberdeen and Rock Fish Railroad Company will be allowed to charge for freight and passengers as follows:

FREIGHT—

CLASS.											PER BARREL.	Per 100 pounds.				Per Ton 2,000 Lbs.		Car Loads, 20,000 Pounds. (Except Lumber.)			Cotton in Bales per 100 pounds.	Guano per Ton.	Rosin per 100 pounds.
	1	2	3	4	5	6	A	B	C	D		E	F	H	J	K	L	M	N	O				P
Leavitts	8	7½	7	6	5	4	4	4	5	4	5	7	5	7	3	40	60	6 00	5 00	4 80	4	50	2
Hilton	10	9	8½	7	6	5	5	5	5	5	5	10	8	8	4	55	80	8 00	6 00	4 80	6	60	2½
Buffalo	12	11	10½	10	8	7	7	7	6	5½	6	15	10	10	5	75	95	10 00	8 00	6 00	8	70	3

Class "D," car load lots, one cent per hundred pounds less than above rates.
Minimum Package rate 10 cents.

By order of the Board:

H. C. BROWN, *Clerk.*

J. W. WILSON,

Chairman.

BOARD OF RAILROAD COMMISSIONERS,

RALEIGH, January 22, 1894.

CIRCULAR No. 38.

TARIFF MOORE COUNTY RAILROAD COMPANY.

The following passenger and freight tariff is hereby authorized to be applied to Moore County Railroad Company.

PASSENGER—Aberdeen to Flynn, First-class, 25 cents.

Second-class, 20 cents.

FREIGHT—

DISTANCES.	PER ONE HUNDRED POUNDS.											PER BARREL.	PER 100 POUNDS.			
	1	2	3	4	5	6	A	B	C	D	E		F	H	J	K
From Aberdeen to Flynn-----	10	9	8	7	6	5	5	5	6	5	6	10		7	9	4

DISTANCES.	PER TON.		CAR LOAD 20,000 POUNDS. Except Lumber.			COTTON IN BALES PER 100 POUNDS.	GUANO PER TON 20,000 LBS. CAR LOAD.	ROSIN PER 100 POUNDS.	LUMBER PER 100 POUNDS. 24,000 LBS. CAR LOAD.
	L	M	N	O	P				
From Aberdeen to Flynn---	60	90	8 00	6 50	4 80	6	60	2½	2¼

By order of the Board :
H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

BOARD OF RAILROAD COMMISSIONERS,
RALEIGH, July 26, 1894.

CIRCULAR No. 39.

The following has been adopted by the Railroad Commission as Rule No. 31, and to be added to the rules governing the transportation of freight, already adopted by the Commission :

“No common carrier shall, for any cause, subject any article of freight to unreasonable delay in receiving, delivering or forwarding the same to its destination.”

By order of the Commission :
H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

BOARD OF RAILROAD COMMISSIONERS,
RALEIGH, August 5, 1894.

CIRCULAR No. 40.

Classification of ice, packed, L. C. L., effective at once.
Ice, packed L. C. L., 25 per cent. higher than C. L. rate.

By order of the Board :
H. C. BROWN, *Clerk.*

J. W. WILSON,
Chairman.

PART TWO.

ASSESSMENT OF RAILROAD PROPERTY, TELEGRAPH,
STEAMBOAT AND CANAL COMPANIES,
FOR THE YEAR 1894.

STATEMENT A.—The following Statement shows the Railroads,

NAME OF ROAD.	Number of Miles.	
ATLANTIC COAST LINE SYSTEM—		
Albemarle and Raleigh	54.23	1
Cheraw and Darlington	14.41	2
Petersburg	7.67	3
Wilmington, Columbia and Augusta	66.64	4
Wilmington, Chadbourne and Conway	25.53	5
Norfolk and Carolina	68.73	6
Total	237.31	7
Wilmington and Weldon—main line	173.71	8
Clinton Branch	13.54	9
Midland Branch	21.63	10
Nashville Branch	19.53	11
Scotland Neck Branch	88.14	12
Tarboro Branch	15.10	13
Washington Branch	25.45	14
Wilson and Fayetteville Branch	121.50	15
Total Wilmington and Weldon and Branches	478.60	16
Grand Total Atlantic Coast Line System	715.91	17
RICHMOND AND DANVILLE SYSTEM—		
Atlanta and Charlotte Air-Line	48.87	18
Atlantic, Tennessee and Ohio	45.43	19
Asheville and Spartanburg	43.95	20
Charlotte, Columbia and Augusta	14.68	21
Danville and Western .....	.75	22
High Point, Randleman, Asheboro and Southern	30.25	23
Milton and Sutherlin .....	.23	24
North Carolina	226.20	25
North Carolina Midland	26.98	26
North Western North Carolina	{ 29.74	27
	{ 75.84	
Oxford and Clarksville	51.96	28

Mileage, Valuation, Rolling Stock, other Property, Etc.

	Valuation per Mile.	Total Value of Track.	Rolling Stock.	Other Property.	Aggregate Ass'd Value.	Equals a Val- uation per Mile.
1	\$ 4,000	\$ 216,920	\$ 31,370 00	\$ 11,745 00	\$ 260,035 00	\$ 4,705 04
2	3,000	43,230	2,998 25	2,520 00	48,748 25	3,382 94
3	10,000	76,700	12,300 00	1,000 00	90,000 00	
4	10,000	666,400	125,325 24	9,772 00	801,497 24	12,027 27
5	2,500	63,825	4,080 00	500 00	68,405 00	2,679 40
6	8,000	549,840	100,083 15	9,210 00	659,133 15	9,590 18
7						
8	10,000	1,737,100	363,470 00	78,870 00	2,179,440 00	12,546 42
9	3,500	47,390	8,758 00	1,260 00	57,408 00	4,239 88
10	3,000	64,890	4,060 00	85 00	68,975 00	3,188 00
11	3,500	68,355	12,207 00	2,940 00	83,502 00	4,275 57
12	6,000	528,840	96,353 00	22,080 00	647,273 00	7,343 69
13	6,000	90,600	16,455 00	5,400 00	112,455 00	7,447 35
14	4,000	101,800	18,587 00	15,506 00	135,893 00	5,339 67
15	10,000	1,215,000	224,748 00	26,640 00	1,466,388 00	12,069 04
16						
17		\$ 5,470,890	\$ 1,020,732 64	\$ 187,528 00	\$ 6,679,152 64	
18	10,000	488,700	42,903 04	5,430 00	537,033 04	10,989 01
19	5,500	249,865	6,155 00	6,650 00	262,670 00	5,781 86
20	7,000	307,650	18,131 49	3,250 00	329,031 49	7,486 50
21	8,500	124,780	23,049 34	15,890 00	163,719 34	11,152 54
22	3,000	2,250	-----	-----	2,250 00	3,000 00
23	3,000	90,750	8,815 00	4,140 00	103,705 00	3,428 26
24	1,000	230	107 60	300 00	637 60	
25	8,000	1,809,600	114,708 00	150,309 00	1,802,767 00	7,969 79
26	2,500	67,450	-----	3,860 00	71,310 00	
27	6,500 3,000	421,030	28,365 00	12,300 00	461,695 00	4,372 94
28	4,500	233,820	15,044 85	5,875 00	254,739 85	4,902 61

STATEMENT A.—The following Statement shows the Railroads,

NAME OF ROAD.	Number of Miles.	
RICHMOND AND DANVILLE SYSTEM— <i>Continued.</i>		
Oxford and Henderson	14.39	29
Piedmont	46.57	30
State University	10.56	31
Statesville and Western	21.12	32
Western North Carolina—Salisbury to Old Fort	120.35	33
Old Fort to Paint Rock	85.60	34
Murphy Branch	125.55	35
Yadkin	43.90	36
Richmond and Danville, A. B. Andrews, Trustee		37
Total	1,062.92	38
SEABOARD AIR-LINE SYSTEM—		
Carolina Central	{ 206.24	39
	{ 53.60	
	{ 25.58	
Durham and Northern	43.87	40
Georgia, Carolina and Northern	15.79	41
Louisburg	10.33	42
Murfreesboro	6.30	43
Pittsboro	12.30	44
Raleigh and Gaston	113.56	45
Raleigh and Augusta	116.87	46
Roanoke and Tar River	34.69	47
Seaboard and Roanoke	20.90	48
Palmetto	7.33	49
Total	667.36	50
MISCELLANEOUS ROADS—		
Aberdeen and Rock Fish	10.50	51
Aberdeen and West End	29.75	52
Atlantic and North Carolina	102.26	53
Atlantic and Danville	22.40	54
Cape Fear and Yadkin Valley	353.92	55
Carthage	21.60	56

Mileage, Valuation, Rolling Stock, other Property, Etc—Continued.

	Valuation per Mile.	Total Value of Track.	Rolling Stock.	Other Property.	Aggregate Ass'd Value.	Equals a Val- uat'n per Mile.
29	\$ 3 500	\$ 50,365	\$ 9,015 00	\$ 2,500 00	\$ 61,880 00	
30	10,000	465,700	-----	4,630 00	470,330 00	\$ 10,099 42
31	2,000	21,120	2,515 00	1,000 00	24,635 00	
32	2,000	42,240	-----	3,950 00	46,190 00	2,187 03
33	8,500	1,022,975	50,551 52	20,110 00	1,093,636 42	
34	8,000	684,800	47,577 87	17,360 00	749,737 87	
35	3,500	439,425	20,815 00	5,860 00	466,100 71	
36	2,500	109,750	8,310 00	4,000 00	122,060 00	2,780 41
37	-----	-----	-----	-----	10,000 00	
38		\$ 4,822,900	\$ 396,064 32	\$ 267,414 00	\$ 7,034,128 32	
39	{ 4,500 8 000 6,000	1,510,360	232,530 00	26,045 00	1,768,935 00	6,197 66
40	4,500	197,415	13,325 00	5,800 00	216,540 00	4,935 95
41	6,000	94. 40	3,607 87	2,400 00	100,747 87	6,380 44
42	3,000	30,990	-----	450 00	31,440 00	3,043 56
43	2,000	12,600	-----	200 00	12,800 00	2,031 74
44	2,000	24,600	-----	400 00	25,000 00	
45	10 000	1,135,600	273,516 00	28,375 00	1,437,491 00	12,658 42
46	6,000	701,220	28,265 00	8,800 00	738,285 00	6,317 15
47	4,000	138,760	-----	4,420 00	143,180 00	4,127 41
48	10,000	209,000	46 933 00	2,900 00	258,833 00	12,384 35
49	2,000	14,660	1,598 00	75 60	16,333 00	2,228 25
50		\$ 4,069,945	\$ 599,774 87	\$ 79,865 00	\$ 4,749,584 87	
51	1,500	15,500	3,030 00	-----	18,530 00	
52	2,000	59,500	13,715 00	2,000 00	75,215 00	2,528 23
53	5,000	511,300	63,700 00	43,350 00	618,350 00	6,046 84
54	5,000	112,000	24,455 54	750 60	137,205 54	6,125 22
55	5,000	1,769,600	250,900 00	36,250 00	2,056,750 00	5,811 34
56	2,000	43,200	3,600 00	1,000 00	47,800 00	2,213 00

STATEMENT A.—The following Statement shows the Railroads,

NAME OF ROAD.	Number of Miles.	
MISCELLANEOUS ROADS— <i>Continued.</i>		
Cashie and Chowan	29 00	57
Chester and Lenoir	64.53	58
Charleston, Cincinnati and Chicago	66.54	59
Danville, Mocksville and South Western	8.00	60
East Tennessee and Western North Carolina	3.00	61
Egypt	8.00	62
Glendon and Gulf	9.26	63
Hamilton	6.00	64
Hoffman and Troy	3.50	65
Jamesville and Washington	7.25	66
Laurel River and Hot Springs	2.00	67
Marietta and North Georgia	13.25	68
Northampton and Hertford	9.00	69
Norfolk and Southern	{ 62.07 32.34	70
New Hanover Transit Company	3.00	71
Norfolk and Western—Roanoke and Southern Division	49.75	72
Lynchburg and Durham Division	43.57	73
Moore County Railroad	7.53	74
Raleigh and Western	1.00	75
Suffolk and Carolina	25.50	76
Suffolk Lumber Company	9.00	77
Warrenton	3.12	78
Wellington and Powellsville	15.00	79
Wilmington, Newbern and Norfolk	90.49	80
Wilmington Railway Bridge Company	2.40	81
Wilmington Sea Coast	11.81	82
Winton	10.00	83
Total	1,136.34	84
Pullman Palace Car Company		85

Mileage, Valuation, Rolling Stock, other Property, Etc.—Continued.

	Valuation per Mile.	Total Value of Track.	Rolling Stock.	Other Property.	Aggregate Ass'd Value.	Equals a Val- uation per Mile.
57	\$ 1,250	\$ 36,250	\$ 5,000 00	\$	\$ 41,250 00	\$ 1,424 13
58	3,000	193,590	11,163 00	4,100 00	208,853 00	3,236 52
59	4,000	266,160	75,205 00	6,500 00	347,865 00	5,227 91
60	2,500	20,000	.....	1,000 00	21,000 00	2,625 00
61	3,100	9,300	2,865 00	1,350 00	13,515 00	4,505 00
62	2,000	16,000	13,615 00	.....	29,615 00	
63	2,000	18,520	1,260 00	.....	19,780 00	
64	1,500	9,000	5,500 00	200 00	14,700 00	
65	1,500	5,250	2,000 00	.....	7,250 00	2,841 37
66	2,000	14,500	3,100 00	3,000 00	20,600 00	
67	1,000	2,000	6,000 00	.....	8,000 00	
68	4,000	53,000	3,100 00	600 00	56,700 00	
69	2,000	18,000	2,000 00	375 00	20,375 00	
70	{ 4,500 3,000	376,335	111,857 20	41,380 00	529,572 20	
71	2,000	6,000	1,795 00	.....	7,795 00	
72	6,500	323,375	16,476 00	17,354 00	357,205 00	7,180 00
73	5,000	217,850	19,673 95	4,731 00	242,254 95	5,560 13
74	1,500	11,295	3,424 37	154 27	14,873 64	
75	1,000	1,000	.....	.....	1,000 00	
76	2,500	63,750	10,605 97	922 50	75,278 47	2,952 10
77	2,500	22,500	7,000 00	.....	29,500 00	
78	2,000	6,250	2,600 00	700 00	9,550 00	
79	1,000	15,000	6,150 00	.....	21,150 00	
80	3,500	316,715	43,265 00	17,480 00	377,460 00	4,171 28
81	.....	80,000	.....	.....	80,000 00	
82	4,000	47,240	4,000 00	200 00	51,440 00	
83	2,000	20,000	5,150 00	50 00	25,200 00	
84		\$ 4,679,980	\$ 722,206 03	\$ 183,446 77	\$ 5,585,632 80	
85		.....	.....	.....	67,909 15	

STATEMENT A—Showing Value of Steamboat, Canal and Telegraph Companies.—Continued.

NAME OF COMPANY.	Kind Property.	Total Value.
STEAMBOAT COMPANIES—		
Frank Hitch.....	Steamer.....	\$ 8,000 00
Albemarle and Chesapeake Canal Company....	Canal Property	100,000 00
Fairfield Canal Company.....	Canal Property	6,758 00
Wilmington Steamship Company.....	One Steamer...	50,000 00
Old Dominion Steamship Company.....	Two Steamers..	12,500 00
Home Transportation Company.....	One Steamer...	3,000 00
Cape Fear River Transportation Company.....	Three Steamers	10,000 00
Lake Drummond Canal and Water Company....	Canal.....	16,000 00
Black River Steamboat Company.....	One Steamer..	2,500 00
Walter Taft.....	Three Steamers	1,800 00
J. T. Harper.....	Three Steamers	20,000 00
Farmer's Transportation Company.....	One Steamer...	800 00
J. W. Harper.....	One Steamer...	8,000 00
Charles L. Ives.....	One Steamer...	800 00
		\$ 240,158 00
TELEGRAPH COMPANIES—		
Carthage Telegraph Line.....		210 00
Pittsboro Telegraph Line.....		250 00
Louisburg Telegraph Company.....		200 00
Norfolk and Southern Telegraph Company.....		975 00
United Telegraph Company.....		120 00
Cleveland Springs Telegraph Company.....		40 00
Carolina Postal Telegraph Company.....		205 00
Oak Ridge and Stokesdale Telegraph Company		235 00
Elizabeth City and Norfolk Telegraph Company		1,090 00
Lenoir and Blowing Rock Telegraph Company		540 00
Sweepsonville Telegraph Company.....		140 00
Total.....		\$ 4,005 00
Atlantic Postal Telegraph Cable Company.....		29,082 60
Western Union Telegraph Company.....		175,958 14

RECAPITULATION OF STATEMENT A.

NAME OF SYSTEM.	Miles.	Total Value.
Atlantic Coast Line System	715.91	\$ 6,679,152 64
Richmond and Danville System	1,062.92	7,034,128 32
Seaboard Air-Line System	667.36	4,749,584 87
Miscellaneous Roads	1,136.34	5,585,632 80
	3,582.53	
Pullman Palace Car Company		67,909 15
Steamboat Companies		240,158 00
Telegraph Companies		199,195 77
Grand Total		\$ 24,565,611 58

STATEMENT B. Showing Railroads, Assessed Value, Apportioned to Counties and Towns in Proportion to Mileage.

The following is a list of railroads in North Carolina, and valuation placed thereon for State, county and municipal taxation for the year 1894, by the Board of Railroad Commissioners of North Carolina:

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Aberdeen and Rock Fish.					
10½ miles at				\$ 1,500 00	\$ 15,500 00
Rolling stock					3,030 00
Grand total assessed value.					\$ 18,530 00
	Moore		3.25		5,735 90
	Cumberland		7.25		12,794 10
Aberdeen and West End.					
29.75 miles at				2,000 00	59,500 00
Rolling stock					13,715 00
Depots and other buildings					2,000 00
Grand total assessed value.					\$ 75,215 00
	Moore		27.25	2,528 23	68,894 43
	Montgomery		2.50	2,528 23	6,320 57
		Aberdeen .....	.50	1,264 11	1,264 11
		Candor .....	.50	1,264 11	1,264 11
Atlantic and North Carolina.					
102.26 miles at				5,000 00	511,300 00
Rolling stock					63,700 00
Depots					43,350 00
Grand total assessed value.					\$ 618,350 00
	Wayne		11.80	6,046 84	71,352 73
	Lenoir		17.71	6,046 84	107,089 56
	Jones		3.61	6,046 84	21,829 10
	Craven		52.05	6,046 84	314,738 10
	Carteret		17.09	6,046 84	103,340 51
		Goldsboro	2.59	6,046 84	15,661 31
		LaGrange	1.25	6,046 84	7,558 55
		Kinston .....	.92	6,046 84	5,563 09
		Newbern	3.48	6,046 84	21,043 00
		Newport	1.06	6,046 84	6,409 65
		Morehead City	3.20	6,046 84	19,349 88

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Atlantic and Danville.					
22.40 miles at -----				\$ 5,000 00	\$ 112,000 00
Rolling stock -----					24,455 54
Depots -----					750 00
Grand total assessed value.-----					\$ 137,205 54
	Caswell -----		14.90	6,125 22	91,266 20
	Person -----		5.30	6,125 22	32,463 80
	Granville -----		2.20	6,125 22	13,475 54
		Milton -----	.10	6,125 22	612 52
Cape Fear and Yadkin Valley.					
353.92 miles at -----				5,000 00	1,769,600 00
Rolling stock -----					250,900 00
Depots -----					36,250 00
Grand total assessed value.-----					\$2,056,750 00
	New Hanover -----		10.11	5,811 34	58,752 64
	Pender -----		22.40	5,811 34	130,174 08
	Sampson -----		40.79	5,811 34	237,044 65
	Cumberland -----		44.06	5,811 34	256,047 74
	Robeson -----		28.93	5,811 34	168,122 07
	Richmond -----		10.42	5,811 34	60,554 16
	Harnett -----		14.19	5,811 34	82,462 91
	Moore -----		13.23	5,811 34	76,884 08
	Chatham -----		29.73	5,811 34	172,771 19
	Randolph -----		31.65	5,811 34	183,928 99
	Guilford -----		44.14	5,811 34	256,512 64
	Rockingham -----		10 89	5,811 34	63,285 50
	Forsyth -----		11.00	5,811 34	63,924 74
	Stokes -----		22.11	5,811 34	128,488 75
	Surry -----		20.27	5,811 34	117,795 86
		Wilmington -----	.15	5,811 34	871 70
		Roseboro -----	.73	5,811 34	4,241 27
		Fayetteville -----	7.08	5,811 34	41,144 28
		Jonesboro -----	1.22	5,811 34	7,089 83
		Sanford -----	1.93	5,811 34	11,215 88
		Siler City -----	1.22	5,811 34	7,089 83
		Greensboro -----	5.84	5,811 34	33,938 22
		Germanton -----	.50	5,811 34	2,905 67
		Pilot Mountain -----	1.58	5,811 34	9,181 91

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Cape Fear and Yadkin Valley— Continued.		Mt. Airy-----	2.65	\$ 5,811 34	\$ 15,400 05
		Hope Mills-----	1.75	5,811 34	10,169 84
		Red Springs-----	1.59	5,811 34	9,240 03
		Maxton-----	1.51	5,811 34	8,775 12
		Madison-----	.82	5,811 34	4,765 29
		Liberty-----	1.72	5,811 34	9,995 50
{ Carthage.					
{ Carthage and Western.					
21.60 miles at-----				2,000 00	43,200 00
Rolling stock-----					3,600 00
Depots-----					1,000 00
Grand total assessed value.					\$ 47,800 00
	Moore-----		21.60	2,213 00	47,800 00
		Carthage-----	.50	2,213 00	1,106 50
		Cameron-----	.30	2,213 00	663 90
Cashie and Chowan.					
29 miles at-----				1,250 00	36,250 00
Rolling stock-----					5,000 00
Grand total assessed value.					\$ 41,250 00
	Bertie-----		29.00	1,250 00	41,250 00
Wellington and Powellsville	Bertie-----		15.00		21,150 00
Charleston, Cin. and Chicago.					
66.54 miles at-----				4,000 00	266,160 00
Rolling stock-----					75,205 00
Depots-----					6,506 00
Grand total assessed value.					\$ 347,865 00
	Cleveland-----		23.45	5,227 91	122,594 40
	Rutherford-----		29.36	5,227 91	153,491 40
	McDowell-----		13.73	5,227 91	71,779 20
		Forest City-----	1.42	5,227 91	7,423 63
		Marion-----	.78	5,227 91	3,607 77
		Mooresboro-----	1.17	5,227 91	6,116 65
		Shelby-----	1.69	5,227 91	8,835 16
		Earle's-----	1.16	5,227 91	6,064 37

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Danville, Mocksville and S. W.					
8 miles at				\$ 2,500 00	\$ 20,000 00
Depots					1,000 00
Grand total assessed value.					\$ 21,000 00
	Rockingham		8.00	2,625 00	21,000 00
Cranberry Iron and Coal Co. (Operated by E. T. & W. N. C.)					
8 miles at				3,100 00	9,300 00
Rolling stock					2,865 00
Depots					1,350 00
Grand total assessed value.					\$ 13,515 00
	Mitchell		3.00	4,505 00	13,515 00
		Elk Park	.50	4,505 00	2,257 50
Egypt.					
8 miles at				2,000 00	16,000 00
Rolling stock					13,615 00
Grand total assessed value.					\$ 29,615 00
	Chatham		8.00		29,615 00
Glendon and Gulf.					
9.26 miles at				2,000 00	18,520 00
Rolling stock					1,260 00
Grand total assessed value.					\$ 19,780 00
	Chatham		5.71		12,196 96
	Moore		3.55		7,583 04
Hamilton.					
6 miles at				1,500 00	9,000 00
Rolling stock					5,500 00
Depots					200 00
Grand total assessed value.					\$ 14,700 00
	Martin		6.00		14,700 00
Hoffman and Troy.					
3.50 miles at				1,500 00	5,250 00
Rolling stock					2,000 00
Grand total assessed value.					\$ 7,250 00
	Richmond		3.50		7,250 00
Jamesville and Washington.					
7.25 miles at				2,000 00	14,500 00
Rolling stock					3,100 00
Depots					3,000 00
Grand total assessed value.					\$ 20,600 00

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Jamesville and Washington—Continued.	Martin		.25	\$ 2,841 37	\$ 710 34
	Beaufort		7.00	2,841 37	19,889 66
		Jamesville	.25		710 34
		Washington	.25		710 34
Laurel River and Hot Springs.					
2 miles at				1,000 00	2,000 00
Rolling stock					6,000 00
Grand total assessed value.					\$ 8,000 00
	Madison		2.00		8,000 00
Marietta and North Georgia.					
13.25 miles at				4,000 00	53,000 00
Rolling stock					3,100 00
Depots					600 00
Grand total assessed value.					\$ 56,700 00
	Cherokee		13.25		56,700 00
Moore County.					
7.53 miles at				1,500 00	11,295 00
Rolling stock					3,424 37
Depot					154 27
Grand total assessed value.					\$ 14,873 64
	Moore		7.53	1,975 65	14,873 64
		Aberdeen	.50		987 82
Northampton and Hertford.					
9 miles at				2,000 00	18,000 00
Rolling stock					2,000 00
Depots					375 00
Grand total assessed value.					\$ 20,375 00
	Northampton		9.00		20,375 00
New Hanover Transit Company.					
3 miles at				2,000 00	6,000 00
Rolling stock					1,795 00
Total assessed value.					\$ 7,795 00
	New Hanover		3.00		7,795 00
Norfolk and Western—					
Roanoke and Southern Divis'n.					
49.75 miles at				6,500 00	323,375 00
Rolling stock					16,476 00
Depots					17,354 00
Grand total assessed value.					\$ 357,205 00

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Norfolk and Western—Continu'd					
Roanoke and Southern Divis'n	Rockingham	-----	20.96	\$ 7,180 00	\$ 150,492 80
	Stokes	-----	11.68	7,180 00	83,862 40
	Forsyth	-----	17.11	7,180 00	122,849 80
		Stoneville	1.29	7,180 00	9,262 20
		Madison	2.17	7,180 00	15,580 60
		Winston	2.52	7,180 00	18,093 60
		Salem	.25	7,180 00	1,795 00
Lynchb'g and Durham Divis'n.					
43.57 miles at				5,000 00	217,850 00
Rolling stock					19,673 95
Depots					4,731 00
Grand total assessed value.					\$ 242,254 95
	Person		22.86	5,560 13	127,104 57
	Durham		20.71	5,560 13	115,150 38
		Roxboro	.98	5,560 13	5,448 92
		Durham	.22	5,560 13	1,223 22
Norfolk and Southern.					
62.07 miles at				4,500 00	279,315 00
32.34 miles at				3,000 00	97,020 00
Total					\$ 376,335 00
Rolling stock					111,857 20
Depots					41,380 00
Grand total assessed value.					\$ 529,572 20
	Currituck		16.07	6,224 12	100,021 66
	Camden		5.80	6,224 12	36,099 89
	Pasquotank		16.03	6,224 12	99,772 66
	Chowan		6.40	6,224 12	39,834 36
	Perquimans		17.77	6,224 12	110,602 67
		Elizabeth City	3.39	6,224 12	21,099 76
		Winfall	.63	6,224 12	3,921 19
		Edenton	2.77	6,224 12	17,240 81
	Washington		19.86	4,429 22	87,964 30
	Beaufort		12.48	4,429 22	55,276 66
		Pantego	.63	4,429 22	2,790 41
Raleigh and Western.					
1 mile at				1,000 00	1,000 00
	Chatham		1.00		1,000 00

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Suffolk and Carolina.					
25.50 miles at -----	-----	-----	-----	\$ 2,500 00	\$ 63,750 00
Rolling stock -----	-----	-----	-----	-----	10,605 97
Depots -----	-----	-----	-----	-----	922 50
Grand total assessed value. -----	-----	-----	-----	-----	\$ 75,278 47
	Gates -----	-----	17.50	2,952 10	51,661 70
	Chowan -----	-----	8.00	2,952 10	23,616 77
Suffolk Lumber Company.					
9 miles at -----	-----	-----	-----	2,500 00	22,500 00
Rolling stock -----	-----	-----	-----	-----	7,000 00
Grand total assessed value. -----	-----	-----	-----	-----	\$ 29,500 00
	Gates -----	-----	9.00	-----	29,500 00
Warrenton.					
3.12 miles at -----	-----	-----	-----	2,000 00	6,250 00
Rolling stock -----	-----	-----	-----	-----	2,600 00
Depots -----	-----	-----	-----	-----	700 00
Grand total assessed value. -----	-----	-----	-----	-----	\$ 9,550 00
	Warren -----	-----	3.12	-----	9,550 00
Wilmington, Newbern and Norfolk					
90.49 miles at -----	-----	-----	-----	3,500 00	316,715 00
Rolling stock -----	-----	-----	-----	-----	43,265 00
Depots -----	-----	-----	-----	-----	17,480 00
Grand total assessed value. -----	-----	-----	-----	-----	\$ 377,460 00
	New Hanover -----	-----	14.39	4,171 28	60,042 72
	Pender -----	-----	16.17	4,171 28	67,449 69
	Onslow -----	-----	37.28	4,171 28	155,505 91
	Jones -----	-----	13.12	4,171 28	54,727 39
	Craven -----	-----	9.53	4,171 28	39,752 29
	Wilmington -----	-----	2.75	4,171 28	11,471 28
	Jacksonville -----	-----	1.17	4,171 28	4,880 39
	Pollocksville -----	-----	.73	4,171 28	3,045 03
	Newbern -----	-----	1.21	4,171 28	5,047 24
Wilmington Railway Bridge Co.					
2.40 miles at -----	-----	-----	-----	-----	80,000 00
	New Hanover -----	-----	-----	-----	78,854 19
	Brunswick -----	-----	-----	-----	1,145 81

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
Wilmington Sea Coast.					
11.81 miles at -----				\$ 4,000 00	\$ 47,240 00
Rolling stock -----					4,000 00
Depot -----					200 00
Grand total assessed value -----					\$ 51,440 00
	New Hanover		11.81		51,440 00
Winton -----	Hertford		10.00		25,200 00
ATLANTIC COAST LINE—					
Wilmington and Weldon—Main Line.					
173.71 miles at -----				10,000 00	\$1,737,100 00
Rolling stock -----					363,470 00
Depots -----					78,870 00
Grand total assessed value -----					\$2,179,440 00
	New Hanover		12.11	12,546 42	151,937 14
	Pender		26.35	12,546 42	330,598 46
	Duplin		35.91	12,546 42	450,542 24
	Wayne		32.10	12,546 42	402,740 58
	Wilson		20.81	12,546 42	261,091 20
	Nash		11.51	12,546 42	144,409 30
	Edgecombe		11.30	12,546 42	141,774 54
	Halifax		23.62	12,546 42	296,346 54
		Wilmington	3.58	12,546 42	44,916 18
		Burgaw	1.41	12,546 42	17,690 45
		Wallace	.91	12,546 42	11,417 24
		Magnolia	1.33	12,546 42	16,686 73
		Warsaw	1.42	12,546 42	17,815 91
		Faison	1.14	12,546 42	14,302 92
		Mt. Olive	.80	12,546 42	10,037 13
		Goldsboro	1.97	12,546 42	24,716 44
		Pikeville	1.00	12,546 42	12,546 42
		Fremont	1.19	12,546 42	1,493 02
		Black Creek	.87	12,546 42	10,915 38
		Wilson	1.13	12,546 42	14,177 45
		Elm City	.80	12,546 42	10,037 13
		Rocky Mount	1.42	12,546 42	17,815 91
		Battleboro	.80	12,546 42	10,037 13
		Whitaker	1.28	12,546 42	16,059 41
		Enfield	1.28	12,546 42	16,059 41
		Weldon	1.83	12,546 42	22,959 94

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Con'td.					
Clinton Branch.					
13.54 miles at -----				\$ 3,500 00	\$ 47,390 00
Rolling stock -----					8,758 00
Depots -----					1,260 00
Grand total assessed value -----					\$ 57,408 00
	Duplin -----		3.00	4,239 88	12,719 64
	Sampson -----		10.54	4,239 88	44,688 36
		Warsaw -----	.18	4,239 88	763 17
		Clinton -----	.68	4,239 88	2,883 11
Nashville Branch.					
19.53 miles at -----				3,500 00	68,355 00
Rolling stock -----					12,207 00
Depots -----					2,940 00
Grand total assessed value -----					\$ 83,502 00
	Nash -----		19.53	4,275 57	83,502 00
		Rocky Mount -----	.26	4,275 57	1,111 64
		Spring Hope -----	.81	4,275 57	3,463 21
		Nashville -----	.87	4,275 57	3,719 73
Wilson and Fayetteville Br'ch.					
121.50 miles at -----				10,000 00	1,215,000 00
Rolling stock -----					224,748 00
Depots -----					26,640 00
Grand total assessed value -----					\$1,466,388 00
	Wilson -----		12.76	12,069 04	154,000 92
	Johnston -----		31.51	12,069 04	380,295 35
	Harnett -----		6.63	12,069 04	80,017 72
	Cumberland -----		34.11	12,069 04	411,674 85
	Robeson -----		36.49	12,069 04	440,399 16
		Lucama -----	.83	12,069 04	10,017 30
		Kenly -----	1.29	12,069 04	15,569 06
		Selma -----	1.21	12,069 04	14,603 53
		Four Oaks -----	.85	12,069 04	10,258 68
		Benson -----	.79	12,069 04	9,534 54
		Dunn -----	1.31	12,069 04	15,810 44
		Fayetteville -----	1.54	12,069 04	18,586 32
		Hope Mills -----	1.80	12,069 04	21,724 27
		Rowland -----	1.30	12,069 04	15,689 75

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Con'td.					
Scotland Neck Branch.					
88.14 miles at -----				\$ 6,000 00	\$ 528,840 00
Rolling stock -----					96,353 00
Depots -----					22,080 00
Grand total assessed value -----					\$ 647,273 00
	Halifax -----		26.34	7,343 69	193,432 85
	Martin -----		17.69	7,343 69	129,909 90
	Pitt -----		32.13	7,343 69	235,952 83
	Lenoir -----		11.98	7,343 69	87,977 42
		Scotland Neck ---	1.18	7,343 69	8,665 55
		Hobgood -----	.23	7,343 69	1,689 04
		Conoho, "Goose Nest," -----	1.18	7,343 69	8,665 55
		Greenville -----	.97	7,343 69	7,123 37
		Ayden -----	.47	7,343 69	3,451 53
		Grifton -----	.79	7,343 69	5,801 51
		Kinston -----	1.27	7,343 69	9,326 48
		Parmele -----	1.27	7,343 69	9,326 48
Tarboro Branch.					
15.10 miles at -----				6,000 00	90,600 00
Rolling stock -----					16,455 00
Depots -----					5,400 00
Grand total assessed value -----					\$ 112,455 00
	Edgecombe -----		15.10		112,455 00
		Tarboro -----	.54		4,021 56
Albemarle and Raleigh.					
54.23 miles at -----				4,000 00	216,920 00
Rolling stock -----					31,370 00
Depots -----					11,745 00
Grand total assessed value -----					\$ 260,035 00
	Edgecombe -----		9.22	4,795 04	44,210 26
	Pitt -----		6.80	4,795 04	32,606 27
	Martin -----		34.26	4,795 04	164,278 07
	Washington -----		3.95	4,795 04	18,940 40
		Tarboro -----	1.20	4,795 04	5,754 04
		Hillmer -----			
		Princeville -----	.77	4,795 04	3,692 18
		Coneto -----	.76	4,795 04	3,614 23

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Con'td.					
Albemarle and Raleigh.		Bethel -----	.36	\$ 4,795 04	\$ 1,726 21
		Robersonville ----	.84	4,795 04	4,027 84
		Williamston ----	.41	4,795 04	1,965 96
		Jamesville -----	.21	4,795 04	1,006 95
		Plymouth -----	.13	4,795 04	623 35
		Parmele -----	1.00	4,795 04	4,795 04
		Everett -----	.90	4,795 04	4,315 53
Cheraw and Darlington.					
14.41 miles at -----				3,000 00	43,230 00
Rolling stock -----					2,998 00
Depots -----					2,520 00
Grand total assessed value.					\$ 48,748 25
	Anson -----		14.41	3,382 94	48,748 25
		McFarland -----	1.13	3,382 94	3,822 72
		Morven -----	1.15	3,382 94	3,890 38
Washington Branch.					
25.45 miles at -----				4,000 00	101,800 00
Rolling stock -----					18,587 00
Depots -----					15,506 00
Grand total assessed value.					35,893 00
	Martin -----		.42	5,339 67	2,242 68
	Pitt -----		18.48	5,339 67	98,676 35
	Beaufort -----		6.55	5,339 67	34,974 97
		Washington -----	.76		4,058 64
		Parmele -----	.34		1,815 48
Midland North Carolina.					
21.63 miles at -----				3,000 00	64,890 00
Rolling stock -----					4,000 00
Depot -----					85 00
Grand total assessed value.					\$ 68,975 00
	Wayne -----		8.76	3,188 00	27,934 40
	Johnston -----		12.87	3,188 00	41,010 62
Petersburg.					
7.67 miles at -----				10,000 00	76,700 00
Rolling stock -----					12,300 00
Depots -----					1,000 00
Grand total assessed value.					\$ 90,000 00
	Northampton -----		7.67		90,000 00

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
ATLANTIC COAST LINE—Con'td.					
Norfolk and Carolina.					
68.73 miles at -----	-----	-----	-----	\$ 8,000 00	\$ 549,840 00
Rolling stock -----	-----	-----	-----	-----	100,083 15
Depots -----	-----	-----	-----	-----	9,210 00
Grand total assessed value -----	-----	-----	-----	-----	\$ 659,133 15
	Gates -----	-----	15.50	9,590 18	148,647 84
	Hertford -----	-----	15.13	9,590 18	145,099 47
	Bertie -----	-----	13.40	9,590 18	128,508 41
	Halifax -----	-----	13.99	9,590 18	134,166 61
	Edgecombe -----	-----	10.71	9,590 18	102,710 82
		Ahoskie -----	.99	9,590 18	9,494 27
		Kelford -----	.56	9,590 18	5,370 50
		Hobgood -----	.74	9,590 18	7,096 73
		Tarboro -----	.85	9,590 18	815 16
Wilmington, Chadbourne and Conway.					
25.53 miles at -----	-----	-----	-----	2,500 00	63,825 00
Rolling stock -----	-----	-----	-----	-----	4,080 00
Depots -----	-----	-----	-----	-----	500 00
Grand total assessed value -----	-----	-----	-----	-----	\$ 68,405 00
	Columbus -----	-----	25.53	2,679 40	68,405 00
		Chadbourne -----	1.34	2,679 40	3,590 39
		Hub -----	.80	2,679 40	2,153 52
Wilmington, Columbia and Augusta.					
66.64 miles at -----	-----	-----	-----	10,000 00	666,400 00
Rolling stock -----	-----	-----	-----	-----	125,325 24
Depots -----	-----	-----	-----	-----	9,772 00
Grand total assessed value -----	-----	-----	-----	-----	\$ 801,497 24
	Brunswick -----	-----	13.49	12,027 27	162,247 87
	Columbus -----	-----	53.15	12,027 27	639,249 37
		Fair Bluff -----	1.32	12,027 27	15,879 99
		Cerro Gordo -----	1.39	12,027 27	16,717 90
		Chadbourne -----	1.04	12,027 27	12,508 36
		Whiteville -----	1.25	12,027 27	15,034 08
RICH. AND DANVILLE SYSTEM—					
Asheville and Spartanburg.					
43.95 miles at -----	-----	-----	-----	7,000 00	307,650 00
Rolling stock -----	-----	-----	-----	-----	18,131 49
Depots -----	-----	-----	-----	-----	3,250 00
Grand total assessed value -----	-----	-----	-----	-----	\$ 329,031 49

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
Asheville and Spartanburg.					
	Polk		10.27	\$ 7,486 50	\$ 76,886 31
	Henderson		22.78	7,486 50	170,542 37
	Buncombe		10.90	7,486 50	81,602 81
		Hendersonville	1.96	7,486 50	14,673 54
		Saluda	1.06	7,486 50	7,935 69
		Tryon City	1.15	7,486 50	8,609 47
		Victoria	.14	7,486 50	1,048 11
Atlanta and Charlotte Air-Line.					
48.87 miles at				10,000 00	488,700 00
Depots					5,430 00
Rolling stock					42,903 34
Grand total assessed value					\$ 537,033 04
	Cleveland		9.00	10,989 01	98,901 09
	Gaston		25.68	10,989 01	282,197 87
	Mecklenburg		14.19	10,989 01	155,934 08
		Grover	.79	10,989 01	8,681 31
		King's Mountain	1.75	10,989 01	19,230 76
		Gastonia	2.28	10,989 01	25,054 94
		Lowell	1.45	10,989 01	15,934 06
		Charlotte	4.39	10,989 01	48,241 75
Atlantic, Tennessee and Ohio.					
45.43 miles at				5,500 00	249,865 00
Rolling stock					6,155 00
Depots					6,650 00
Grand total assessed value					\$ 262,670 00
	Mecklenburg		23.08	5,781 86	133,445 38
	Iredell		22.35	5,781 86	129,224 62
		Charlotte	.56	5,781 86	3,237 84
		Huntersville	1.11	5,781 86	6,417 86
		Davidson College	1.21	5,781 86	6,996 05
		Mooresville	2.12	5,781 86	12,257 54
		Statesville	.66	5,781 86	3,816 02
Charlotte, Columbia & Augusta.					
14.68 miles at				8,500 00	\$ 124,780 00
Rolling stock					23,049 34
Depots					15,890 00
Grand total assessed value					\$ 163,719 34

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
Charlotte, Columbia & Augusta.					
	Mecklenburg	-----	14.68	\$ 11,152 54	\$ 163,719 54
		Charlotte -----	1.74	11,152 54	19,405 41
		Pineville -----	1.35	11,152 54	15,055 92
Chester and Lenoir.					
64.53 miles at -----				3,000 00	193,590 00
Rolling stock -----					11,163 00
Depots -----					4,100 00
Grand total assessed value -----					\$ 208,853 00
	Gaston	-----	20.06	3,236 52	64,924 69
	Lincoln	-----	14.39	3,236 52	46,573 59
	Catawba	-----	12.09	3,236 52	39,129 60
	Burke	-----	2.58	3,236 52	8,350 27
	Caldwell	-----	15.41	3,236 52	49,874 85
		Dallas -----	1.10	3,236 52	3,560 17
		Gastonia -----	1.65	3,236 52	5,340 26
		Lincolnton -----	1.02	3,236 52	3,301 25
		Newton -----	1.89	3,236 52	6,117 02
		Maiden -----	1.16	3,236 52	3,764 36
		Hickory -----	.45	3,236 52	1,456 43
		Lenoir -----	.86	3,236 52	2,783 40
Danville and Western.					
Three-fourth mile at -----				3,000 00	2,250 00
	Caswell	-----	.75	3,000 00	2,250 00
High Point, Randleman, Ashe- boro and Southern.					
30.25 miles at -----				3,000 00	90,750 00
Rolling stock -----					8,815 00
Depots -----					4,140 00
Grand total assessed value -----					\$ 103,705 00
	Guilford	-----	3.83	3,428 26	13,130 25
	Randolph	-----	26.42	3,428 26	90,574 75
		High Point -----	2.17	3,428 26	7,439 32
		Trinity -----	.88	3,428 26	3,017 30
		Randleman -----	.93	3,428 26	3,188 28
		Asheboro -----	1.10	3,428 26	3,771 08

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
Milton and Sutherlin.					
.23 miles at -----				\$ 1,000 00	\$ 230 00
Rolling stock -----					107 60
Depots -----					300 00
Grand total assessed value -----					\$ 637 60
	Caswell -----		.23		637 60
		Milton -----	.15		409 35
North Western North Carolina.					
29.74 miles at -----				6,500 00	193,510 00
75.84 miles at -----				3,000 00	227,520 00
Total -----					\$ 421,030 00
Rolling stock -----					28,365 00
Depots -----					12,300 00
Grand total assessed value -----					\$ 461,695 00
	Guilford -----		12.42	4,372 94	54,311 91
	Forsyth -----		40.27	4,372 94	176,098 30
	Surry -----		33.90	4,372 94	148,242 66
	Wilkes -----		18.99	4,372 94	83,042 13
		Kernersville -----	1.41	4,372 94	6,165 84
		Salem -----	1.50	4,372 94	6,559 41
		Winston -----	2.63	4,372 94	11,500 83
		Elkin -----	1.88	4,372 94	8,221 12
		North Wilkesboro -----	1.82	4,372 94	7,958 75
North Carolina Midland.					
26.98 miles at -----				2,500 00	67,450 00
Depots -----					3,860 00
Grand total assessed value -----					\$ 71,310 00
	Forsyth -----		14.06	2,643 06	37,161 57
	Davie -----		12.92	2,643 06	34,148 43
		Winston -----	1.36	2,643 06	3,594 56
		Mocksville -----	.67	2,643 06	1,770 85
Oxford and Clarksville.					
51.96 miles at -----				4,500 00	233,820 00
Rolling stock -----					15,044 85
Depots -----					5,875 00
Grand total assessed value -----					\$ 254,739 85
	Granville -----		40.04	4,902 61	196,300 74
	Durham -----		11.92	4,902 61	58,439 11
		Oxford -----	.90	4,902 61	4,412 34
		Durham -----	.30	4,902 61	1,470 78

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
Piedmont.					
46.57 miles at -----				\$ 10,000 00	\$ 465,700 00
Depots -----					4,630 00
Grand total assessed value -----					\$ 470,330 00
	Caswell -----		7.31	10,099 42	73,826 76
	Rockingham -----		22.02	10,099 42	222,389 24
	Guilford -----		17.24	10,099 42	174,114 00
		Ruffin -----	1.26	10,099 42	12,725 66
		Reidsville -----	2.74	10,099 42	27,672 41
		Greensboro -----	2.70	10,099 42	27,268 43
State University.					
10.56 miles at -----				2,000 00	21,120 00
Rolling stock -----					2,515 00
Depot -----					1,000 00
Grand total assessed value -----					\$ 24,635 00
	Orange -----		10.56		24,635 00
North Carolina.					
226.20 miles at -----				8,000 00	1,809,600 00
Rolling stock -----					114,708 00
Depots -----					150,309 00
Grand total assessed value -----					\$2,074,617 00
Assessed value -----					1,802,767 00
	Wayne -----		11.00	7,969 79	87,667 80
	Johnston -----		27.00		215,184 50
	Wake -----		26.00		207,214 50
	Durham -----		16.00		127,516 60
	Orange -----		18.00		143,456 20
	Alamance -----		21.00		167,365 60
	Guilford -----		32.00		255,033 50
	Randolph -----		.70		5,578 80
	Davidson -----		24.50		195,260 00
	Rowan -----		21.00		167,365 60
	Cabarrus -----		17.00		135,486 40
	Mecklenburg -----		12.00		95,637 50
		Goldsboro -----	.70	7,969 79	5,578 86
		Princeton -----	.40		3,187 92
		Pine Level -----	1.00		7,969 80

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
North Carolina.					
		Selma-----	1.00	\$-----	\$ 7,969 80
		Clayton-----	1.00	-----	7,969 80
		Raleigh-----	1.00	-----	7,969 80
		Cary-----	1.00	-----	7,969 80
		Morrisville-----	.60	-----	4,781 88
		Durham-----	1.20	-----	9,563 76
		Hillsboro-----	.10	-----	796 88
		Mebane-----	1.00	-----	7,969 80
		Burlington-----	2.00	-----	15,939 60
		Gibsonville-----	.60	-----	4,781 88
		Greensboro-----	1.00	-----	7,969 80
		High Point-----	3.48	-----	27,734 90
		Thomasville-----	1.00	-----	7,969 80
		Lexington-----	.50	-----	3,984 90
		Salisbury-----	1.30	-----	10,360 74
		China Grove-----	1.10	-----	8,766 78
		Concord-----	1.40	-----	11,157 72
		Charlotte-----	1.40	-----	11,157 72
Oxford and Henderson.					
14.39 miles at-----				3,500 00	50,365 00
Rolling stock-----					9,015 00
Depots-----					2,500 00
Grand total assessed value-----					\$ 61,880 00
	Granville-----		6.08	-----	26,145 24
	Vance-----		8.31	-----	35,734 76
		Oxford-----	.59	-----	2,537 11
		Henderson-----	.74	-----	3,182 14
Statesville and Western.					
21.12 miles at-----				2,000 00	42,240 00
Depots-----					3,950 00
Grand total assessed value-----					\$ 46,190 00
	Iredell-----		11.42	2,187 03	24,975 84
	Alexander-----		9.70	2,187 03	21,214 16
		Statesville-----	.78	2,187 03	1,705 88
		Taylorsville-----	.76	2,187 03	1,662 14

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
Yadkin.					
43.90 miles at -----				\$ 2,500 00	\$ 109,570 00
Rolling stock -----					8,310 00
Depots -----					4,000 00
Grand total assessed value.					\$ 122,060 00
	Rowan -----		18.25	2,780 41	50,742 48
	Cabarrus -----		1.15	2,780 41	3,197 47
	Stanly -----		24.50	2,780 41	68,120 05
		Salisbury -----	.52		1,445 81
		Albemarle -----	1.14		3,169 66
		New London -----	2.02		5,616 42
		Norwood -----	.75		2,085 30
Western North Carolina—					
Salisbury to Old Fort.					
120.35 miles at -----				8,500 00	1,022,975 00
Rolling stock -----					50,551 42
Depots -----					20,110 00
Grand total assessed value.					\$1,093,636 42
	Rowan -----		19.95	9,087 13	181,288 27
	Iredell -----		21.10	9,087 13	191,738 52
	Catawba -----		24.44	9,087 13	222,089 53
	Burke -----		31.67	9,087 13	287,789 48
	McDowell -----		23.19	9,087 13	210,730 62
		Salisbury -----	2.76	9,087 13	25,080 47
		Cleveland -----	1.79	9,087 13	16,265 96
		Statesville -----	2.17	9,087 13	19,719 07
		Claremont -----	1.27	9,087 13	11,540 65
		Newton -----	.67	9,087 13	6,088 37
		Conover -----	1.72	9,087 13	15,629 86
		Hickory -----	2.59	9,087 13	23,535 66
		Morganton -----	1.99	9,087 13	18,083 38
		Glen Alpine -----	1.14	9,087 13	10,359 32
		Marion -----	1.83	9,087 13	16,629 44
		Old Fort -----	2.14	9,087 13	19,446 45
Old Fort to Paint Rock.					
85.60 miles at -----				8,000 00	684,800 00
Rolling stock -----					47,577 87
Depots -----					17,360 00
Grand total assessed value.					\$ 749,737 87

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
RICH. & DAN. SYSTEM—Con'td.					
Old Fort to Paint Rock.					
	McDowell	-----	11.60	\$ 8,758 62	\$ 101,100 00
	Buncombe	-----	41.24	8,758 62	361,205 50
	Madison	-----	32.76	8,758 62	286,932 37
		Asheville	3.94	8,758 62	34,508 96
		Marshall	1.14	8,758 62	9,985 82
		Hot Springs	2.38	8,758 62	20,845 51
		Victoria	3.23	8,758 62	28,290 34
		Paint Rock	2.67	8,758 62	23,385 51
Murphy Division.					
125.55 miles at	-----	-----	-----	3,500 00	439,425 00
Rolling stock	-----	-----	-----	-----	20,815 00
Depots	-----	-----	-----	-----	5,860 00
Grand total assessed value	-----	-----	-----	-----	\$ 466,100 71
	Buncombe	-----	13.11	3,712 47	48,670 48
	Haywood	-----	22.27	3,712 47	82,676 70
	Jackson	-----	23.68	3,712 47	87,911 30
	Swain	-----	39.07	3,712 47	145,046 30
	Macon	-----	2.57	3,712 47	9,541 04
	Cherokee	-----	24.85	3,712 47	92,254 89
		Canton	.60	3,712 47	2,227 48
		Waynesville	1.37	3,712 47	5,086 08
		Clyde	1.14	3,712 47	4,232 21
		Sylva	1.11	3,712 47	4,120 84
		Dillsboro	1.51	3,712 47	5,605 82
		Bryson City	1.16	3,712 47	4,306 46
		Murphy	1.27	3,712 47	4,714 83
		Whittier	1.07	3,712 47	3,972 34
SEABOARD AIR LINE SYSTEM—					
Durham and Northern.					
43.87 miles at	-----	-----	-----	4,500 00	197,415 00
Rolling stock	-----	-----	-----	-----	13,325 00
Depots	-----	-----	-----	-----	5,800 00
Grand total assessed value	-----	-----	-----	-----	\$ 216,540 00
	Vance	-----	7.61	4,935 95	37,562 67
	Granville	-----	23.18	4,935 95	114,414 92
	Wake	-----	.90	4,935 95	4,442 42

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
SEABO'D A. L. SYSTEM—Con'td.					
Durham and Northern.	Durham		12.18	\$ 4,935 95	\$ 60,119 99
		Henderson	.65	4,935 95	3,208 36
		Durham	1.53	4,935 95	7,552 00
Georgia, Carolina and North'n.					
15.79 miles at				6,000 00	94,740 00
Rolling stock					3,607 87
Depots					2,400 00
Grand total assessed value.					\$ 100,747 87
	Union		15.79	6,380 44	100,747 87
		Monroe	1.42	6,380 44	9,060 22
		Waxhaw	.48	6,380 44	3,062 61
Louisburg.					
10.33 miles at				3,000 00	30,990 00
Depot					450 00
Grand total assessed value.					\$ 31,440 00
	Franklin		10.33	3,043 56	31,440 00
		Louisburg	.32	3,043 56	973 93
		Franklin	.43	3,043 56	1,460 90
Carolina Central. (285.42 miles.)					
206.24 miles at				4,500 00	928,080 00
53.60 miles at				8,000 00	428,800 00
25.58 miles at				6,000 00	153,480 00
Total					\$1,510,360 00
Rolling stock					232,530 00
Depots					26,045 00
Grand total assessed value.					\$1,768,935 00
	New Hanover		4.32	6,197 66	26,773 89
	Brunswick		13.40	6,197 66	83,048 58
	Columbus		9.57	6,197 66	59,311 60
	Bladen		34.85	6,197 66	215,988 35
	Robeson		33.32	6,197 66	206,505 94
	Richmond		35.57	6,197 66	220,450 66
	Anson		29.09	6,197 66	179,289 82
	Union		26.88	6,197 66	116,593 00
	Mecklenburg		26.56	6,197 66	164,609 74
	Gaston		18.15	6,197 66	112,487 42
	Lincoln		16.06	6,197 66	99,534 31

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
SEABO'D A. L. SYSTEM—Con'td.					
Carolina Central.					
	Cleveland		21.95	\$ 6,197 66	\$ 136,038 53
	Rutherford		15.70	6,197 66	97,303 16
		Wilmington	4.31	6,197 66	26,711 91
		Lumberton	.46	6,197 66	2,850 92
		Maxton	1.41	6,197 66	8,738 70
		Laurinburg	1.69	6,197 66	10,474 04
		Rockingham	.92	6,197 66	5,701 84
		Lilesville	1.20	6,197 66	7,437 19
		Polkton	1.27	6,197 66	7 871 02
		Beaver Dam	1.21	6,197 66	7,499 16
		Monroe	1.28	6,197 66	7,933 00
		Matthews	1.16	6,197 66	7,189 28
		Charlotte	3.27	6,197 66	20,266 34
		Mt. Holly	1.62	6,197 66	10,040 20
		Stanly Creek	.63	6,197 66	3,904 52
		Cherryville	1.12	6,197 66	6,941 37
		Lincolnton	1.03	6,197 66	6,383 58
		Waco	1.10	6,197 66	6,817 42
		Shelby	1.43	6,197 66	8,862 65
		Ellenboro	1.51	6,197 66	9,358 46
Murfreesboro.					
6.30 miles at				2,000 00	12,600 00
Depot					200 00
Grand total assessed value					\$ 12,800 00
	Northampton		4.10	2,031 74	8,330 17
	Hertford		2.20		4,469 83
		Murfreesboro	.58	2,031 74	1,178 40
Pittsboro.					
12.30 miles at				2,000 00	24,600 00
Depot					400 00
Grand total assessed value					\$ 25,000 00
	Chatham		12.30		25,000 00
		Pittsboro	.42		853 65
Palmetto.					
7.33 miles at				2,000 00	14,660 00
Rolling stock					1,598 00
Depot					75 00
Grand total assessed value					\$ 16,333 00
	Richmond		7.33	2,228 25	16,333 00

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Distance.	Valuation Per Mile.	Total Assessed Value.
SEABOARD A. L. SYSTEM—Con'td.					
Raleigh and Gaston.					
113.56 miles at -----	-----	-----	-----	\$ 10,000 00	\$1,135,600 00
Rolling stock -----	-----	-----	-----	-----	273,516 00
Depots -----	-----	-----	-----	-----	28,375 00
Grand total assessed value -----	-----	-----	-----	-----	\$1,437,491 00
	Wake -----	-----	26.35	12,658 42	333,549 57
	Franklin -----	-----	13.64	12,658 42	172,660 90
	Vance -----	-----	24.75	12,658 42	313,296 15
	Warren -----	-----	25.32	12,658 42	320,511 39
	Halifax -----	-----	23.50	12,658 42	297,472 99
		Raleigh -----	5.23	12,658 42	66,203 53
		Wake Forest -----	1.30	12,658 42	16,455 94
		Youngsville -----	.75	12,658 42	9,493 81
		Franklinton -----	1.48	12,658 42	18,734 46
		Kittrell -----	.55	12,658 42	6,962 13
		Henderson -----	3.30	12,658 42	41,772 78
		Macon -----	1.35	12,658 42	17,088 86
		Littleton -----	1.70	12,658 42	21,519 31
		Weldon -----	1.88	12,658 42	23,797 82
		Vaughan -----	1.15	12,658 42	14,557 18
Raleigh and Augusta Air-Line.					
116.87 miles at -----	-----	-----	-----	6,000 00	701,220 00
Rolling stock -----	-----	-----	-----	-----	28,265 00
Depots -----	-----	-----	-----	-----	8,800 00
Grand total assessed value -----	-----	-----	-----	-----	\$ 738,285 00
	Wake -----	-----	25.17	6,317 15	159,002 60
	Chatham -----	-----	17.00	6,317 15	107,391 50
	Moore -----	-----	42.40	6,317 15	267,847 06
	Richmond -----	-----	32.30	6,317 15	204,043 84
		Raleigh -----	.38	6,317 15	2,400 51
		Cary -----	1.47	6,317 15	9,286 21
		Apex -----	.23	6,317 15	1,452 94
		Sanford -----	1.67	6,317 15	10,549 64
		Cameron -----	.43	6,317 15	2,716 37
		Manly -----	1.31	6,317 15	8,275 46
		Southern Pines -----	1.55	6,317 15	9,791 58
		Keyser -----	1.42	6,317 15	8,970 35
		Aberdeen -----	1.63	6,317 15	10,296 95

STATEMENT B—Continued.

NAME OF ROAD.	COUNTY.	NAME OF TOWN.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
SEABO'D A. L. SYSTEM—Con'td.					
Roanoke and Tar River.					
34.69 miles at -----				\$ 4,000 00	\$ 138,760 00
Depots -----					4,420 00
Grand total assessed value -----					\$ 143,180 00
	Northampton		26.68	4,127 41	110,119 41
	Bertie -----		8.01	4,127 41	33,060 59
		Kelford -----	.57	4,127 41	2,352 62
Seaboard and Roanoke.					
20.90 miles at -----				10,000 00	209,000 00
Rolling stock -----					46,933 00
Depots -----					2,900 00
Grand total assessed value -----					\$ 258,833 00
	Northampton		20.22	12,384 35	250,411 65
	Halifax -----		.68	12,384 35	8,421 35
		Seaboard -----	1.30	12,384 35	16,099 65
		Gary's -----	2.00	12,384 35	24,768 70
		Weldon -----	.68	12,384 35	8,421 35

STATEMENT C.—The Following Table Shows List of Counties with Railroad Mileage and Assessed Value.

COUNTY.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Alamance	North Carolina	21.00	\$ 7,969 79	\$ 167,365 60
Alexander	Statesville and Western	9.70	2,187 03	21,214 16
Anson	Carolina Central	29.09	6,197 66	179,289 82
	Cheraw and Darlington	14.41	3,382 44	48,748 25
Beaufort	Jamesville and Washington	7.00	2,841 37	19,889 66
	Albemarle and Pantego	12.18	4,429 22	55,276 66
	Washington Branch (Wilmington and Weld'n)	6.55	5,339 67	34,974 97
Bladen	Carolina Central	34.85	6,197 66	215,988 35
Bertie	Cashie and Chowan	29.00	1,250 00	41,250 00
	Wellington and Powellsville	15.00		21,150 00
	Norfolk and Carolina	13.40	9,590 18	128,508 41
	Roanoke and Tar River	8.01	4,127 41	110,119 41
Brunswick	Carolina Central	13.40	6,197 66	83,048 58
	Wilmington, Columbia and Augusta	13.49	12,027 27	162,247 87
	Wilmington Railway Bridge Company			1,145 81
Buncombe	Western North Carolina	41.24	8,758 62	361,205 50
	Western North Carolina	13.11	3,712 47	48,670 48
	Asheville and Spartanburg	10.90	7,486 50	81,602 81
Burke	Chester and Lenoir	2.58	3,236 52	8,350 27
	Western North Carolina	31.67	9,087 13	287,789 48
Cabarrus	North Carolina	17.00	7,969 79	135,486 40
	Yadkin	1.15	2,780 41	3,197 47
Caldwell	Chester and Lenoir	15.41	3,236 52	49,874 85
Camden	Norfolk and Southern	5.80	6,224 12	36,099 89
Carteret	Atlantic and North Carolina	17.09	6,046 84	103,340 51
Caswell	Milton and Sutherlin	.23		637 60
	Piedmont	7.31	10,099 42	73,826 76
	Atlantic and Danville	14.90	6,125 22	91,266 20
	Danville and Western	.75	3,000 00	2,250 00
Catawba	Chester and Lenoir	12.09	3,236 52	39,129 60
	Western North Carolina	24.44	9,087 13	222,089 53
Chatham	Egypt Railway	8.00		29,615 00
	Raleigh and Augusta Air Line	17.00	6,317 15	107,391 50
	Cape Fear and Yadkin Valley	29.73	5,811 34	172,771 19
	Pittsboro	12.30		25,000 00
	Glendon and Gulf	5.71		12,196 96
	Raleigh and Western			1,000 00

STATEMENT C—Continued.

COUNTY.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Cherokee -----	Marietta and North Georgia -----	13.25	\$-----	\$ 56,700 00
	Western North Carolina -----	24.85	3,712 47	92,254 89
Chowan -----	Norfolk and Southern -----	6.40	6,224 12	39,834 36
	Suffolk and Carolina -----	8.00	2,952 10	23,616 77
Cleveland -----	Carolina Central -----	21.95	6,197 66	136,038 53
	Charleston, Cincinnati and Chicago -----	23.45	5,227 91	122,594 40
	Atlanta and Charlotte Air Line -----	9.00	10,989 01	98,901 09
Columbus -----	Carolina Central -----	9.57	6,197 66	59,311 60
	Wilmington, Chadbourne and Conway -----	25.53	2,679 40	68,405 00
	Wilmington, Columbia and Augusta -----	53.15	12,027 27	639,249 37
Craven -----	Atlantic and North Carolina -----	52.05	6,046 84	314,738 10
	Wilmington, Newbern and Norfolk -----	9 53	4,171 28	39,752 29
Cumberland -----	Wilmington and Weldon (W. and F. Branch) -----	34.11	12,069 04	411,674 85
	Cape Fear and Yadkin Valley -----	44.06	5,811 34	256,047 74
	Aberdeen and Rock Fish -----	7.25	-----	12,794 10
Currituck -----	Norfolk and Southern -----	16.07	6,224 12	100,021 66
Davidson -----	North Carolina -----	24.50	7,969 79	195,260 00
Davie -----	North Carolina Midland -----	12 92	2,643 06	34,148 43
Duplin -----	Wilmington and Weldon (Clinton Branch) -----	3 00	4,239 88	12,719 64
	Wilmington and Weldon -----	35.91	12,546 42	450,542 24
Durham -----	Durham and Northern -----	12.18	4,935 95	60,119 99
	North Carolina -----	16.00	7,969 79	127,516 60
	Oxford and Clarksville -----	11.92	4,902 61	58,439 11
	Norfolk and Western -----	20.71	5,560 13	115,150 38
Edgecombe -----	Norfolk and Carolina -----	10.71	9,590 18	102,710 82
	Wilmington and Weldon (Tarboro Branch) -----	15.10	-----	112,455 00
	Albemarle and Raleigh -----	9.22	4,795 04	44,210 26
	Wilmington and Weldon -----	11.30	12,546 42	141,774 54
Forsyth -----	North Western North Carolina -----	40.27	4,372 94	176,098 30
	Cape Fear and Yadkin Valley -----	11.00	5,811 34	63,924 74
	North Carolina Midland -----	14.06	2,643 06	37,161 57
	Norfolk and Western -----	17 11	7,180 00	122,849 80
Franklin -----	Louisburg -----	10.33	3,013 56	31,410 00
	Raleigh and Gaston -----	13.64	12,658 42	172,660 90
Gaston -----	Chester and Lenoir -----	20.06	3,236 52	64,924 69
	Carolina Central -----	18.15	6,197 66	112,487 42
	Atlanta and Charlotte Air Line -----	25.68	10,989 01	282,197 87

STATEMENT C—Continued.

COUNTY.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Gates -----	Norfolk and Carolina -----	15.50	\$ 9,590 18	\$ 148,617 84
	Suffolk Lumber -----	9.00	-----	29,500 00
	Suffolk and Carolina -----	17.50	2,952 10	51,661 70
Granville -----	Durham and Northern -----	23.18	4,935 95	114,414 92
	Oxford and Clarksville -----	40.04	4,902 61	196,500 74
	Oxford and Henderson -----	6.08	-----	26,145 24
	Atlantic and Danville -----	2.20	6,125 22	13,475 54
Guilford -----	High Point, Randleman, Asheboro and So' ---	3.83	3,428 26	13,130 25
	North Western North Carolina -----	12.42	4,372 94	54,311 91
	North Carolina -----	32.00	7,969 79	255,033 50
	Piedmont -----	17.24	10,099 42	174,114 00
	Cape Fear and Yadkin Valley -----	44.14	5,811 34	256,512 64
Halifax -----	Norfolk and Carolina -----	13.99	9,590 18	134,166 61
	Raleigh and Gaston -----	23.50	12,658 42	297,472 99
	Wilmington and Weldon -----	23.62	12,546 42	296,346 54
	Seaboard and Roanoke -----	.68	12,384 35	8,421 35
	Wilmington and Weldon (W. and F. Branch) -----	6.63	12,069 04	80,017 72
Harnett -----	Cape Fear and Yadkin Valley -----	14.19	5,811 34	82,462 91
	Western North Carolina -----	22.27	3,712 47	82,676 70
Henderson -----	Asheville and Spartanburg -----	22.78	7,486 50	170,542 37
Hertford -----	Norfolk and Carolina -----	15.13	9,590 18	145,099 47
	Murfreesboro -----	2.20	-----	4,469 83
	Winton -----	10.00	-----	25,200 00
Iredell -----	Statesville and Western -----	11.42	2,187 03	24,975 84
	Western North Carolina -----	21.10	9,087 13	191,738 52
	Atlantic, Tennessee and Ohio -----	22.35	5,781 86	129,224 62
Jackson -----	Western North Carolina -----	23.68	3,712 47	87,911 30
Johnston -----	Midland North Carolina -----	12.87	3,188 00	41,040 62
	North Carolina -----	27.00	7,969 79	215,184 50
	Wilmington and Weldon (W. and F. Branch) -----	31.51	12,069 04	380,295 35
Jones -----	Atlantic and North Carolina -----	3.61	6,046 84	21,829 10
	Wilmington, Newbern and Norfolk -----	13.12	4,171 28	54,727 39
Lenoir -----	Wilmington and Weldon (Scotland Neck Br'ch) -----	11.98	7,343 69	87,977 42
	Atlantic and North Carolina -----	17.71	6,046 84	107,089 56
Lincoln -----	Chester and Lenoir -----	14.39	3,236 52	46,573 59
	Carolina Central -----	16.06	6,197 66	99,534 31
Macon -----	Western North Carolina -----	2.57	3,712 47	9,541 04

STATEMENT C—Continued.

COUNTY.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Madison	Western North Carolina	32.76	\$ 8,758 62	\$ 286,932 37
	Laurel River and Hot Springs	2.00		8,000 00
Martin	Hamilton Railway Company	6.00		14,700 00
	Jamesville and Washington	.25	2,841 37	710 34
	Wilmington and Weldon (Scotland Neck Branch)	17.69	7,343 69	129,909 90
	Albemarle and Raleigh	34.26	4,795 04	164,278 07
	Wilmington and Weldon (Washington Branch)	.42	5,339 67	2,242 68
McDowell	Charleston, Cincinnati and Chicago	13.73	5,227 91	71,779 20
	Western North Carolina	23.19	9,087 13	210,730 62
	Western North Carolina	11.60	8,758 62	101,600 00
Mecklenburg	Charlotte, Columbia and Augusta	14.68	11,152 54	163,719 54
	Carolina Central	26.56	6,197 66	164,609 74
	North Carolina	12.00	7,969 79	95,637 50
	Atlantic, Tennessee and Ohio	23.08	5,781 86	133,445 38
	Atlanta and Charlotte Air Line	14.19	10,989 01	155,934 06
	{ Cranberry Iron and Coal Company, { East Tennessee and Western N. C., }	3.00	4,505 00	13,515 00
Montgomery	Aberdeen and West End	2.50	2,528 23	6,320 57
Moore	Carthage	21.60	2,213 00	47,800 00
	Moore County Railroad	7.53	1,975 65	14,876 64
	Raleigh and Augusta	42.40	6,317 15	267,847 06
	Aberdeen and West End	27.25	2,528 23	68,894 43
	Cape Fear and Yadkin Valley	13.23	5,811 34	76,884 08
	Aberdeen and Rock Fish	3.25		5,735 90
	Glendon and Gulf	3.55		7,583 04
Nash	Wilmington and Weldon (Nashville Branch)	19.53	4,275 57	83,502 00
	Wilmington and Weldon	11.51	12,546 42	144,409 30
New Hanover	New Hanover Transit Company	3.00		7,795 00
	Carolina Central	4.32	6,197 66	26,773 89
	Wilmington, Newbern and Norfolk	14.39	4,171 28	60,042 72
	Wilmington and Weldon	12.11	12,546 42	151,937 14
	Wilmington Sea Coast	11.81		51,440 00
	Cape Fear and Yadkin Valley	10.11	5,811 34	58,752 64
	Wilmington Bridge Company			78,854 19
Northampton	Petersburg	7.67		90,000 00
	Roanoke and Tar River	26.68	4,127 41	110,119 41
	Seaboard and Roanoke	20.22	12,384 35	250,411 65
	Murfreesboro	4.10	2,031 74	8,330 17
	Northampton and Hertford	9.00		20,375 00

STATEMENT C—Continued.

COUNTY.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Onslow -----	Wilmington, Newbern and Norfolk -----	37.28	\$ 4,171 28	\$ 155,505 91
	East Carolina Railway Company -----			
Orange -----	North Carolina -----	18.00	7,969 79	143,456 20
	State University -----	10.56		24,635 00
Pasquotank -----	Norfolk and Southern -----	16.03	6,224 12	99,772 66
Pender -----	Wilmington, Newbern and Norfolk -----	16.17	4,171 28	67,449 69
	Wilmington and Weldon -----	26.35	12,546 42	330,598 46
	Cape Fear and Yadkin Valley -----	22.40	5,811 34	130,174 08
Perquimans -----	Norfolk and Southern -----	17.77	6,224 12	110,602 67
Person -----	Atlantic and Danville -----	5.30	6,125 22	32,463 80
	Norfolk and Western -----	22.86	5,560 13	127,104 57
Pitt -----	Wilmington and Weldon (Scotland Neck Branch) -----	32.13	7,343 69	235,952 83
	Albemarle and Raleigh -----	6.80	4,795 04	32,606 27
	Wilmington and Weldon (Washington Branch) -----	18.48	5,339 67	98,676 35
Polk -----	Asheville and Spartanburg -----	10.27	7,486 50	76,886 31
Randolph -----	High Point, Randleman, Asheboro and So -----	26.42	3,428 26	90,574 75
	North Carolina -----	.70	7,969 79	5,578 80
	Cape Fear and Yadkin Valley -----	31.65	5,811 34	183,928 99
Richmond -----	Carolina Central -----	35.57	6,197 66	220,450 66
	Palmetto -----	7.33	2,228 25	16,333 00
	Raleigh and Augusta -----	32.30	6,317 15	204,043 84
	Cape Fear and Yadkin Valley -----	10.42	5,811 34	60,554 16
	Hoffman and Troy -----	3.50		7,250 00
Robeson -----	Carolina Central -----	33.32	6,197 66	206,505 94
	Cape Fear and Yadkin Valley -----	28.93	5,811 34	168,122 07
	Wilmington and Weldon (W. and F. Branch) -----	36.49	12,669 04	440,399 16
Rockingham -----	Danville, Mocksville and South Western -----	8.00	2,625 00	21,000 00
	Piedmont -----	22.02	10,099 42	222,389 24
	Norfolk and Western -----	20.96	7,180 00	150,492 80
	Cape Fear and Yadkin Valley -----	10.89	5,811 34	63,285 50
Rowan -----	North Carolina -----	21.00	7,969 79	167,365 69
	Western North Carolina -----	19.95	9,087 13	181,288 27
	Yadkin -----	18.25	2,780 41	50,742 48
Rutherford -----	Carolina Central -----	15.70	6,197 66	97,303 16
	Charleston, Cincinnati and Chicago -----	29.36	5,227 91	153,491 40
Sampson -----	Wilmington and Weldon (Clinton Branch) -----	10.54	4,239 88	44,688 36
	Cape Fear and Yadkin Valley -----	40.79	5,811 34	237,044 65
Stanly -----	Yadkin -----	24.50	2,780 41	68,120 05

STATEMENT C—Continued.

COUNTY.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Stokes -----	Cape Fear and Yadkin Valley -----	22.11	\$ 5,811 34	\$ 128,488 75
	Norfolk and Western -----	11.68	7,180 00	83,862 40
Surry -----	Cape Fear and Yadkin Valley -----	20.27	5,811 34	117,795 86
	North Western North Carolina -----	33.90	4,372 94	148,242 66
Swain -----	Western North Carolina -----	39.07	3,712 47	145,046 30
Union -----	Georgia, Carolina and Northern -----	15 79	6,380 44	100,747 87
	Carolina Central -----	26.88	6,197 66	166,593 00
Vance -----	Durham and Northern -----	7.61	4,935 95	37,562 67
	Oxford and Henderson -----	8.31	-----	35,734 76
	Raleigh and Gaston -----	24.75	12,658 42	313,296 15
Wake -----	Durham and Northern -----	.90	4,935 95	4,442 42
	North Carolina -----	26.00	7,969 79	207,214 50
	Raleigh and Augusta -----	25.17	6,317 15	159,002 60
	Raleigh and Gaston -----	26.35	12,658 42	333,549 57
	Richmond and Dan. (A. B. Andrews, Trustee) -----	-----	-----	10,000 00
Warren -----	Raleigh and Gaston -----	25.32	12,658 42	320,511 39
	Warrenton -----	3.12	-----	9,550 00
Washington -----	Albemarle and Pantego Div—Norfolk and So. -----	19.86	4,429 22	87,964 30
	Albemarle and Raleigh -----	3.95	4,795 04	18,940 40
Wayne -----	Midland North Carolina -----	8 76	3,188 00	27,934 40
	Atlantic and North Carolina -----	11 80	6,046 84	71,352 73
	North Carolina -----	11.00	7,969 79	87,667 80
	Wilmington and Weldon -----	32.10	12,546 42	402,740 58
Wilkes -----	North Western North Carolina -----	18 99	4,372 94	83,042 13
Wilson -----	Wilmington and Weldon (W. and F. Branch). -----	12.76	12,069 04	154,000 92
	Wilmington and Weldon -----	20.81	12,069 04	261,091 20

STATEMENT D.—Showing Incorporated Towns and Valuation.

TOWN.	NAME OF ROAD.	Distance.	Valuation per Mile.	Total Assessed Value.
Albemarle-----	Yadkin-----	1.14	\$ 2,780 41	\$ 3,169 66
Ahoskie-----	Norfolk and Carolina-----	.99	9,590 18	9,497 27
Asheboro-----	High Point, Randleman, Asheboro and So-----	1.10	3,428 26	3,771 08
Aberdeen-----	Aberdeen and West End-----	.50	-----	1,264 11
	Moore County-----	.50	-----	987 82
	Raleigh and Augusta-----	1.63	6,317 15	10,296 95
Asheville-----	Western North Carolina-----	3.94	8,758 62	34,508 96
Apex-----	Raleigh and Augusta Air-Line-----	.23	6,317 15	1,452 94
Ayden-----	Wilmington and Weldon (Scotland Neck Br'ch)-----	.47	7,343 69	3,451 53
Battleboro-----	Wilmington and Weldon-----	.80	12,546 42	10,037 13
Benson-----	Wilmington and Weldon (W. and F. Branch)-----	.79	12,069 04	9,534 54
Beaver Dam-----	Carolina Central-----	1.21	6,197 66	7,499 16
Black Creek-----	Wilmington and Weldon-----	.87	12,546 42	10,915 38
Burlington-----	North Carolina-----	2.00	7,969 79	15,939 60
Bryson City-----	Western North Carolina-----	1.16	3,912 47	4,306 46
Bethel-----	Albemarle and Raleigh-----	.36	4,979 04	1,726 21
Burgaw-----	Wilmington and Weldon-----	1.41	12,546 42	17,690 45
Charlotte-----	Atlanta and Charlotte Air-Line-----	4.39	10,989 01	48,241 75
	Atlantic, Tennessee and Ohio-----	.56	5,781 86	3,237 84
	Carolina Central-----	3.27	6,197 66	20,266 34
	Charlotte, Columbia and Augusta-----	1.74	11,152 54	19,405 41
	North Carolina-----	1.40	7,969 79	11,157 72
Carthage-----	Carthage-----	.50	2,213 00	1,106 50
Cameron-----	Carthage-----	.50	2,213 00	663 90
	Raleigh and Augusta Air-Line-----	.43	6,317 15	2,716 37
Cherryville-----	Carolina Central-----	1.12	6,197 66	6,941 37
Cerro Gordo-----	Wilmington, Columbia and Augusta-----	1.39	12,027 27	16,717 90
Candor-----	Aberdeen and West End-----	.50	-----	1,264 11
Clayton-----	North Carolina-----	1.00	7,969 79	7,969 79
Claremont-----	Western North Carolina-----	1.27	9,087 13	11,540 65
Clinton-----	Wilmington and Weldon (Clinton Branch)-----	.68	4,239 88	2,883 11
Cary-----	North Carolina-----	1.00	7,969 79	7,969 79
	Raleigh and Augusta Air-Line-----	1.47	6,317 15	9,286 21
Conoho-----	Wilmington and Weldon (Scotland Neck Br'ch)-----	1.18	7,343 69	8,665 55
China Grove-----	North Carolina-----	1.10	7,969 79	8,766 78
Concord-----	North Carolina-----	1.40	7,969 79	11,157 72
Chadbourne-----	Wilmington, Chadbourne and Conway-----	1.34	2,679 40	3,590 39
	Wilmington, Columbia and Augusta-----	1.04	12,027 27	12,508 36
Canton-----	Western North Carolina-----	.60	3,712 47	2,227 48

STATEMENT D.—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation per Mile.	Total Assessed Value.
Cleveland -----	Western North Carolina -----	1.79	\$ 9,087 13	\$ 16,265 96
Coneto -----	Albemarle and Raleigh -----	.76	4,795 04	3,644 23
Conover -----	Western North Carolina -----	1.72	9,087 13	15,629 86
Clyde -----	Western North Carolina -----	1.14	3,712 47	4,232 21
Davidson College -----	Atlantic, Tennessee and Ohio -----	1.21	5,781 86	6,996 05
Durham -----	Oxford and Clarksville -----	.30	4,902 61	1,470 78
	Durham and Northern -----	1.53	4,935 95	7,552 00
	North Carolina -----	1.20	7,969 79	9,563 76
	Norfolk and Western -----	.22	5,560 13	1,223 22
Dallas -----	Chester and Lenoir -----	1.10	3,236 52	3,560 17
Dillsboro -----	Western North Carolina -----	1.51	3,712 47	5,605 82
Dunn -----	Wilmington and Weldon (W. and F. Branch) -----	1.31	12,069 04	15,810 44
Ellenboro -----	Carolina Central -----	1.51	6,197 66	9,358 46
Everett -----	Albemarle and Raleigh -----	.90	4,795 04	4,315 53
Earle's -----	Charleston, Cincinnati and Chicago -----	1.16	5,227 91	6,064 37
Elk Park -----	East Tennessee and Western North Carolina -----	.50	-----	2,257 50
Elizabeth City -----	Norfolk and Southern -----	3.39	6,224 12	21,099 76
Edenton -----	Norfolk and Southern -----	2.77	6,224 20	17,240 81
Elkin -----	North Western North Carolina -----	1.88	4,372 94	8,221 12
Enfield -----	Wilmington and Weldon -----	1.28	12,546 42	16,059 41
Elm City -----	Wilmington and Weldon -----	.80	12,546 12	10,037 13
Forest City -----	Charleston, Cincinnati and Chicago -----	1.42	5,227 91	7,423 63
Franklinton -----	Louisburg -----	.48	3,043 56	1,460 90
	Raleigh and Gaston -----	1.48	12,658 42	18,734 46
Four Oaks -----	Wilmington and Weldon (Fayetteville Br'ch) -----	.85	12,069 04	10,258 68
Fair Bluff -----	Wilmington, Columbia and Augusta -----	1.32	12,027 27	15,879 99
Fayetteville -----	Cape Fear and Yadkin Valley -----	7.08	5,811 34	41,144 28
	Wilmington and Weldon (Fayetteville Br'ch) -----	1.54	12,069 04	18,586 32
Fremont -----	Wilmington and Weldon -----	1.19	12,546 42	14,930 23
Faison -----	Wilmington and Weldon -----	1.14	12,546 42	14,302 92
Garysburg -----	Seaboard and Roanoke -----	2.00	12,384 35	24,768 70
Grover -----	Atlanta and Charlotte Air-Line -----	.79	10,989 01	8,681 31
Gastonia -----	Atlanta and Charlotte Air-Line -----	2.28	10,989 01	25,054 94
	Chester and Lenoir -----	1.65	3,236 52	5,340 26
Germanton -----	Cape Fear and Yadkin Valley -----	.50	5,811 34	2,905 67
Gibsonville -----	North Carolina -----	.60	7,969 79	4,781 88
Glen Alpine -----	Western North Carolina -----	1.14	9,087 13	10,359 32
Goldsboro -----	Wilmington and Weldon -----	1.97	12,546 42	24,716 44
	Atlantic and North Carolina -----	2.59	6,046 84	15,661 31

STATEMENT D.—Continued.

TOWN.	NAME OF TOWN.	Dis- tance.	Valuation per Mile.	Total Assessed Value.
Goldsboro.....	North Carolina .....	.70	\$ 7,969 79	\$ 5,578 86
Greensboro.....	Cape Fear and Yadkin Valley	5 84	5,811 34	33,938 22
	North Carolina	1.00	7,969 79	7,969 79
	Piedmont	2.70	10,099 42	27,268 43
Greenville.....	Wilmington and Weld'n (Scotland Neck Br'ch) .....	.97	7,343 69	7,123 37
Grifton	Wilmington and Weld'n (Scotland Neck Br'ch) .....	.79	7,343 69	5,801 51
Hendersonville	Asheville and Spartanburg	1.96	7,486 50	14,673 54
Hobgood	Norfolk and Carolina .....	.74	9,590 18	7,096 73
	Wilmington and Weld'n (Scotland Neck Br'ch) .....	.23	7,343 69	1,689 04
Henderson	Durham and Northern .....	.65	4,935 95	3,208 36
	Oxford and Henderson .....	.74		3,182 14
	Raleigh and Gaston	3.30	12,658 42	41,772 78
Hope Mills	Wilmington and Weldon (Fayetteville Br'ch)	1.80	12,069 04	21,724 27
Hickory	Chester and Lenoir .....	.45	3,236 52	1,456 43
	Western North Carolina	2.59	9,087 13	23,535 66
High Point.....	High Point, Randleman, Asheboro and So.	2.17	3,428 26	7,439 32
	North Carolina	3.48	7,969 79	27,734 90
Hub	Wilmington, Chadbourne and Conway .....	.80	2,679 40	2,153 52
Hillsboro.....	North Carolina .....	.10	7,969 79	796 88
Hope Mills	Cape Fear and Yadkin Valley	1.75	5,811 34	10,169 84
Huntersville	Atlantic, Tennessee and Ohio	1.11	5,781 86	6,417 86
Hamilton	Hamilton Railway	6.00		14,700 00
Hot Springs.....	Western North Carolina	2 38	8,758 62	20,845 51
Jacksonville	Wilmington, Newbern and Norfolk	1.17	4,171 28	4,880 39
Jamesville	Albemarle and Raleigh .....	.21	4,795 04	1,006 95
	Jamesville and Washington .....	.25		710 34
Jonesboro	Cape Fear and Yadkin Valley	1.22	5,811 34	7,089 83
King's Mountain	Atlanta and Charlotte Air-Line	1.75	10,989 01	19,230 76
Kernersville	North Western North Carolina	1.41	4,372 94	6,165 84
Kinston	Atlantic and North Carolina .....	.92	6,046 84	5,563 09
	Wilmington and Weld'n (Scotland Neck Br'ch)	1.27	7,343 69	9,326 48
Keyser.....	Raleigh and Augusta Air-Line	1.42	6,317 15	8,970 35
Kelford	Roanoke and Tar River .....	.57	4,127 41	2,352 62
Kittrell	Raleigh and Gaston .....	.55	12,658 42	6,962 13
Kelford	Norfolk and Carolina .....	.56	9,590 18	5,370 50
Kenly	Wilmington and Weldon (W. and F. Branch)	1.29	12,039 04	15,569 06
Littleton	Raleigh and Gaston	1.70	12,658 42	21,519 31
Lowell	Atlanta and Charlotte Air-Line	1.45	10,989 01	15,934 06
LaGrange	Atlantic and North Carolina	1.25	6,046 84	7,558 55

STATEMENT D—Continued.

TOWN.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Lumberton -----	Carolina Central -----	.46	\$ 6,197 66	\$ 2,850 92
Laurinburg -----	Carolina Central -----	1.69	6,197 66	10,474 04
Lillesville -----	Carolina Central -----	1.20	6,197 66	7,437 19
Liberty -----	Cape Fear and Yadkin Valley -----	1.72	5,811 34	9,995 50
Lincolnton -----	Carolina Central -----	1.03	6,197 66	6,383 58
	Chester and Lenoir -----	1.02	3,236 52	3,301 25
Lenoir -----	Chester and Lenoir -----	.86	3,236 52	2,783 40
Lexington -----	North Carolina -----	.50	7,969 79	3,984 90
Louisburg -----	Louisburg -----	.32	3,043 56	973 93
Lucama -----	Wilmington and Weldon (Fayetteville Br'ch) -----	.83	12,069 04	10,017 30
Morehead City -----	Atlantic and North Carolina -----	3.20	6,046 84	19,349 88
Morrisville -----	North Carolina -----	.60	7,969 79	4,781 88
Maxton -----	Cape Fear and Yadkin Valley -----	1.51	5,811 34	8,775 12
	Carolina Central -----	1.41	6,197 66	8,738 70
Mebane -----	North Carolina -----	1.00	7,969 79	7,969 79
Madison -----	Cape Fear and Yadkin Valley -----	.82	5,811 34	4,765 29
	Norfolk and Western -----	2.17	7,180 00	15,580 60
Mt. Airy -----	Cape Fear and Yadkin Valley -----	2.65	5,811 34	15,400 05
Moore'sville -----	Atlantic, Tennessee and Ohio -----	2.12	5,781 86	12,257 54
Monroe -----	Carolina Central -----	1.38	6,197 66	7,933 00
	Georgia, Carolina and Northern -----	1.42	6,380 44	9,060 22
Matthews -----	Carolina Central -----	1.16	6,197 66	7,189 28
Mount Holly -----	Carolina Central -----	1.62	6,197 66	10,040 20
Milton -----	Atlantic and Danville -----	.10		612 52
	Milton and Sutherlin -----	.15		409 35
McFarland -----	Cheraw and Darlington -----	1.13	3,382 94	3,822 72
Marion -----	Charleston, Cincinnati and Chicago -----	.78	5,227 91	3,607 77
	Western North Carolina -----	1.83	9,087 13	16,629 44
Mocksville -----	North Carolina Midland -----	.67	2,643 06	1,770 85
Morven -----	Cheraw and Darlington -----	1.15	3,382 94	3,890 38
Moore'sboro -----	Charleston, Cincinnati and Chicago -----	1.17	5,227 94	6,116 65
Murphy -----	Western North Carolina -----	1.27	3,712 47	4,714 83
Maiden -----	Chester and Lenoir -----	1.16	3,236 52	3,764 36
Manly -----	Raleigh and Augusta Air Line -----	1.31	6,317 15	8,275 46
Macon -----	Raleigh and Gaston -----	1.35	12,658 42	17,088 86
Murfreesboro -----	Murfreesboro -----	.58	2,031 74	1,178 40
Morganton -----	Western North Carolina -----	1.99	9,087 13	18,083 38
Marshall -----	Western North Carolina -----	1.14	8,758 62	9,985 82
Magnolia -----	Wilmington and Weldon -----	1.33	12,546 42	16,686 73

STATEMENT D—Continued.

TOWN.	NAME OF ROAD.	Dis- tance.	Valuation Per Mile.	Total Assessed Value.
Mount Olive-----	Wilmington and Weldon-----	.80	12,546 42	\$ 10,037 13
Newbern -----	Wilmington, Newbern and Norfolk -----	1.21	4,171 28	5,047 24
	Atlantic and North Carolina-----	3.48	6,046 84	21,043 00
Newport -----	Atlantic and North Carolina -----	1.06	6,046 84	6,409 64
Nashville-----	Wilmington and Weldon (Nashville Branch).-----	.87	4,275 57	3,719 73
Newton-----	Chester and Lenoir-----	1.89	3,236 52	6,117 02
	Western North Carolina -----	.67	9,087 13	6,088 37
New London-----	Yadkin-----	2.02	2,780 41	5,616 42
Norwood -----	Yadkin-----	.75	2,780 41	2,085 30
North Wilkesboro.	North Western North Carolina-----	1.82	4,372 94	7,958 75
Oxford-----	Oxford and Clarksville-----	.90	4,902 61	4,412 31
	Oxford and Henderson-----	.59		2,537 11
Old Fort-----	Western North Carolina -----	2.14	9,087 13	19,446 45
Pantego -----	Albemarle and Pantego Div.—Norfolk and So.-----	.63	4,429 22	2,790 41
Parmele -----	Albemarle and Raleigh -----	1.00	4,795 04	4,795 04
	Wilmington and Weldon (Washington Br'ch).-----	.34	5,339 67	1,815 48
	Wilmington and Weldon (Scotland Neck Br'ch)-----	1.27	7,343 69	9,326 48
Polkton -----	Carolina Central-----	1.27	6,197 66	7,871 02
Paint Rock-----	Western North Carolina -----	2.67	8,758 62	23,385 51
Pine Level-----	North Carolina -----	1.00	7,969 79	7,969 79
Plymouth-----	Albemarle and Raleigh -----	.13	4,795 04	623 05
Pilot Mountain-----	Cape Fear and Yadkin Valley-----	1.58	5,811 34	9,181 91
Pineville -----	Charlotte, Columbia and Augusta-----	1.35	11,152 54	15,055 92
Pittsboro -----	Pittsboro -----	.42		853 65
Princeville-----	North Carolina -----	.40	7,969 79	3,187 92
	Albemarle and Raleigh-----	.77	4,795 04	3,692 18
Pollocksville-----	Wilmington, Newbern and Norfolk -----	.73	4,171 28	3,045 03
Pikeville -----	Wilmington and Weldon -----	1.00	12,546 42	12,546 42
Rowland -----	Wilmington and Weldon (Fayetteville Br'ch).-----	1.30	12,069 04	15,689 75
Red Springs-----	Cape Fear and Yadkin Valley-----	1.59	5,811 34	9,240 03
Roseboro -----	Cape Fear and Yadkin Valley-----	.73	5,811 34	4,241 27
Rockingham-----	Carolina Central-----	.92	6,197 66	5,701 84
Robersonville-----	Albemarle and Raleigh -----	.84	4,795 04	4,027 84
Randleman -----	High Point, Randleman, Asheboro and So.-----	.93	3,428 26	3,188 28
Raleigh-----	North Carolina-----	1.00	7,969 79	7,969 79
	Raleigh and Augusta Air Line -----	.38	6,317 15	2,400 51
	Raleigh and Gaston -----	5.23	12,658 42	66,203 53
	Richmond and Dan.—A. B. Andrews, Trustee-----			10,000 00

STATEMENT D—Continued.

TOWN.	NAME OF ROAD.	Distance.	Valuation Per Mile.	Total Assessed Value.
Ruffin -----	Piedmont -----	1.26	\$ 10,099 42	\$ 12,725 66
Roxboro -----	Norfolk and Western -----	.98	5,560 13	5,448 92
Reidsville -----	Piedmont -----	2.75	10,099 42	27,672 41
Rocky Mount -----	Wilmington and Weldon -----	1.42	12,546 42	17,815 91
	Wilmington and Weldon (Nashville Branch) -----	.26	4,275 57	1,111 64
Saluda -----	Asheville and Spartanburg -----	1.06	7,486 50	7,939 69
Sanford -----	Cape Fear and Yadkin Valley -----	1.93	5,811 34	11,215 88
	Raleigh and Augusta Air Line -----	1.67	6,317 15	10,549 64
Statesville -----	Atlantic, Tennessee and Ohio -----	.66	5,781 86	3,816 02
	Statesville and Western -----	.78	2,187 03	1,705 88
	Western North Carolina -----	2.17	9,087 13	19,719 07
Stanly Creek -----	Carolina Central -----	.63	6,197 66	3,904 52
Shelby -----	Carolina Central -----	1.43	6,197 66	8,862 65
	Charleston, Cincinnati and Chicago -----	1.69	5,227 91	8,835 16
Salem -----	North Western North Carolina -----	1.50	4,372 94	6,559 41
	Norfolk and Western -----	.25	7,180 00	1,795 00
Selma -----	North Carolina -----	1.00	7,969 79	7,969 79
	Wilmington and Weldon (Fayetteville Br'ch) -----	1.21	12,069 04	14,603 53
Salisbury -----	North Carolina -----	1.30	7,969 79	10,360 74
	Yadkin -----	.52	2,780 41	1,445 81
	Western North Carolina -----	2.76	9,087 13	25,081 47
Southern Pines -----	Raleigh and Augusta Air Line -----	1.55	6,317 15	9,791 58
Siler City -----	Cape Fear and Yadkin Valley -----	1.22	5,811 34	7,089 83
Smithfield -----	Wilmington and Weldon -----	1.00		
Stoneville -----	Norfolk and Western -----	1.29	7,180 00	9,262 20
Sylva -----	Western North Carolina -----	1.11	3,712 47	4,120 84
Springhope -----	Wilmington and Weldon (Nashville Branch) -----	.81	4,275 57	3,463 21
Scotland Neck -----	Wilmington and Weldon (Scotland Neck Br'ch) -----	1.18	7,343 69	8,665 55
Seaboard -----	Seaboard and Roanoke -----	1.30	12,384 35	16,099 65
Tryon City -----	Asheville and Spartanburg -----	1.15	7,486 50	8,609 47
Tarboro -----	Albemarle and Raleigh -----	1.20	4,795 04	5,754 04
	Norfolk and Carolina -----	.85	9,590 18	815 16
	Wilmington and Weldon (Tarboro Branch) -----	.54	7,343 69	4,021 56
Thomasville -----	North Carolina -----	1.00	7,969 79	7,969 79
Taylorsville -----	Statesville and Western -----	.76	2,187 03	1,662 14
Trinity -----	High Point, Randleman, Asheboro and So -----	.88	3,428 26	3,017 30
Victoria -----	Asheville and Spartanburg -----	.14	7,486 50	1,048 11
	Western North Carolina -----	3.23	9,087 13	28,290 34
Vaughan -----	Raleigh and Gaston -----	1.15	12,658 42	14,557 18

STATEMENT D—Continued.

TOWN.	NAME OF ROAD.	Dis tance.	Valuation Per Mile.	Total Assessed Value.
Weldon -----	Seaboard and Roanoke -----	.68	\$ 12,384 35	\$ 8,421 35
	Wilmington and Weldon -----	1.83	12,546 42	22,959 94
	Raleigh and Gaston -----	1.88	12,658 42	23,797 82
Wilmington -----	Cape Fear and Yadkin Valley -----	.15	5,811 34	871 70
	Carolina Central -----	4.31	6,197 66	26,711 91
	Wilmington, Columbia and Augusta -----			
	Wilmington, Newbern and Norfolk -----	2.75	4,171 28	11,471 28
	Wilmington Sea Coast -----			
	Wilmington and Weldon -----	3.58	12,546 42	44,916 18
Wallace -----	Wilmington and Weldon -----	.91	12,546 42	11,417 24
Warsaw -----	Wilmington and Weldon -----	1.42	12,546 42	17 815 91
	Wilmington and Weldon (Clinton Branch) -----	.18	4,239 88	763 17
Wilson -----	Wilmington and Weldon -----	1.13	12,546 42	14,177 45
Whittaker -----	Wilmington and Weldon -----	1.28	12,546 42	16,059 41
Windfall -----	Norfolk and Southern -----	.63	6,224 12	3,921 19
Williamston -----	Albemarle and Raleigh -----	.41	4,795 04	6,965 96
Whittier -----	Western North Carolina -----	1.07	3,712 47	3,972 34
Wake Forest -----	Raleigh and Gaston -----	1.30	12,658 42	16,455 94
Winston -----	North Carolina Midland -----	1.36	2,643 06	3,594 56
	North Western North Carolina -----	2.63	4,372 94	11,500 83
	Norfolk and Western -----	2.52	7,180 00	18,093 60
Waco -----	Carolina Central -----	1.10	6,197 66	6,817 42
Waxhaw -----	Georgia, Carolina and Northern -----	.48	6,380 44	3,062 61
Warrenton -----	Warrenton -----			
Whiteville -----	Wilmington, Columbia and Augusta -----	1.25	12,027 27	15,034 08
Waynesville -----	Western North Carolina -----	1.37	3,712 47	5,086 08
Washington -----	Wilmington and Weldon (Washington Br'ch) -----	.76	5,339 67	4,058 64
	Jamesville and Washington -----	.25		710 34
Youngsville -----	Raleigh and Gaston -----	.75	12,658 42	9,493 81

ASSESSMENT OF PULLMAN'S PALACE CAR COMPANY.

STATEMENT E.—Showing the total number of cars required to operate each line through the State, the total value of the cars in each line, the number of miles of each line within the State of North Carolina, and the proportional value of the cars in each line according to the number of miles in North Carolina, with a Recapitulation showing the total number of cars operated on each Railroad through the State, the total mileage of lines running over such Railroad, the total number of cars required to operate them, with the total value of such cars, the total number of miles of all lines running over such roads in the State of North Carolina, and the proportional value of such cars according to the mileage in the State of North Carolina, and the apportionment to the different Counties.

ATLANTIC COAST LINE—Standard Sleeping Cars at \$5,000 Each.

NUMBER AND NAME OF LINE.	Total Mileage of Line.	Total Cars Re- quired.	Total Value of Cars.	Mileage in North Carolina	Proportion of Value According to the Mile- age in North Carolina.
186 Jersey City and Port Tampa	1,260	5	\$ 25,000	181	\$ 3,591 27
188 Jersey City and Charleston	738	4	20,000	181	4,905 15
189 Wilmington and Charleston	212	2	10,000	67	3,160 38
197 Jersey City and Jacksonville	1,025	5	25,000	181	4,414 63
595 Washington and Atlanta	718	3	15,000	9	188 02
	2,953	19	\$ 95,000	619	\$ 16,259 40

RICHMOND AND DANVILLE—Standard Sleeping Cars at \$5,000 Each.

560 Jersey City and Atlanta	875	5	\$ 25,000	173	\$ 4,942 86
561 Jersey City and New Orleans	1,368	8	40,000	173	5,058 48
564 Richmond and Greensboro	189	2	10,000	42	2,222 22
565 Jersey City and Jacksonville	997	5	25,000	146	3,630 98
566 Jersey City and Tampa	1,109	5	25,000	146	3,019 02
568 Greensboro and Raleigh	81	2	10,000	81	10,000 00
570 Washington and Memphis	1,066	4	20,000	173	3,245 78
571 Charlotte and Augusta	193	2	10,000	11	569 95
572 Jersey City and Hot Springs	742	4	20,000	272	7,331 54
576 Washington and Augusta	571	4	20,000	146	5,113 84
590 Cincinnati and Asheville	435	2	10,000	44	1,011 49
	7,726	43	\$ 215,000	1,409	\$ 46,176 16

SEABOARD AIR-LINE—Standard Sleeping Cars at \$5,000 Each.

595 Washington and Atlanta	718	3	\$ 15,000	262	\$ 5,473 54
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RECAPITULATION.

NUMBER AND NAME OF LINE.	Total Mileage of Line.	Total Cars Re- quired.	Total Value of Cars.	Mileage in North Carolina	Proportion of Value According to the Mile- age in North Carolina.
Atlantic Coast Line.....	2,953	19	\$ 95,000	619	\$ 16,259 45
Richmond and Danville.....	7,726	43	215,000	1,409	46,176 16
Seaboard Air-Line	718	3	15,000	262	5,473 54
Total	11,397	65	\$ 325,000	2,290	\$ 67,909 15

Apportioned to the following Counties :

RICHMOND AND DANVILLE SYSTEM.

Wake.....	\$ 1,409 00
Durham.....	1,600 00
Orange.....	1,800 00
Alamance.....	2,000 00
Guilford.....	7,430 08
Caswell.....	793 14
Rockingham.....	3,172 56
Davidson.....	3,172 56
Rowan.....	2,775 99
Cabarrus.....	2,247 26
Mecklenburg.....	3,701 30
Gaston.....	3,304 75
Cleveland.....	1,189 71
Iredell.....	1,127 38
Catawba.....	1,288 65
Burke.....	1,664 48
McDowell.....	1,825 55
Buncombe.....	3,140 22
Madison.....	1,771 86
Polk.....	240 83
Henderson.....	529 83
	\$ 46,176 15

ATLANTIC COAST LINE SYSTEM.

New Hanover	\$	444 78	
Pender		1,235 53	
Duplin		1,630 89	
Wayne		1,433 21	
Wilson		1,037 85	
Edgecombe		494 20	
Nash		543 62	
Halifax		1,037 85	
Northampton		345 94	
Brunswick		593 04	
Columbus		2,471 03	
Johnston		1,433 21	
Cumberland		1,851 47	
Robeson		1,680 31	
Harnett		296 52	
			\$ 16,259 45

SEABOARD AIR-LINE SYSTEM.

Northampton	\$	170 40	
Halifax		425 95	
Warren		489 85	
Vance		425 95	
Franklin		255 55	
Wake		873 22	
Chatham		340 75	
Moore		809 32	
Richmond		596 32	
Union		511 15	
Anson		575 05	
			\$ 5,473 55

ASSESSMENT OF TELEGRAPH COMPANIES.

STATEMENT F.—Showing Miles of Poles and Wires belonging to Telegraph Companies, together with Valuation of same; also Valuation of Instruments, Battery and Office Furniture and the Apportionment to the different Counties and Towns.

WESTERN UNION TELEGRAPH COMPANY.

3,231.76 Miles of Line.....	\$ 98,991 80
8,180.57 Miles Excess Wire	69,760 32
Battery and Office Furniture.....	7,206 02
Total Value.....	\$ 175,958 14

Apportioned as Follows :

COUNTIES.	Miles of Line.	Miles of Wire in Excess of one Line.	Value of Miles of Line.	Value of Miles of Wire in Excess of one Line.	Value of Instruments, Battery and Office Furniture.	Total Valuation
Alamance.....	17.23	34.46	\$ 515 34	\$ 245 36	\$ 70 50	\$ 831 20
Alexander.....	9.10		218 64		7 05	225 73
Anson.....	42.19	85.32	1,236 97	663 79	99 00	1,999 70
Beaufort.....	6.88		153 32		20 35	238 95
Bertie.....	16.09	13.09	421 68	84 56	28 20	534 44
Bladen.....	32.79	65.58	980 74	510 21	24 00	1,514 95
Brunswick.....	23.29	83.37	965 51	660 77		1,626 28
Buncombe.....	63.36	101.68	1,863 86	744 01	388 55	2,996 42
Burke.....	29.40	55.60	851 94	395 87	42 25	1,290 06
Cabarrus.....	39.88	400.89	2,107 81	3,805 29	53 85	5,966 95
Caldwell.....	14.20		341 03		14 10	355 13
Camden.....	5.		120 15		7 05	127 20
Carteret.....	16.		363 36		19 05	382 41
Caswell.....	31.80	146.70	1,211 77	1,357 46	42 30	2,611 53
Catawba.....	46.21	61.02	864 99	427 20	49 30	1,341 49
Chatham.....	45.	45.	1,273 45	290 70	45 15	1,609 30
Cherokee.....	23.50		564 70		14 10	578 80
Chowan.....	4.20		100 93			100 93
Cleveland.....	58.30	87.49	1,633 07	962 54	74 40	2,570 01
Columbus.....	88.06	284.62	3,595 25	2,272 64	37 00	5,904 89
Craven.....	61.02	31.18	1,551 77	204 96	113 30	1,869 03
Cumberland.....	80.65	115.97	2,318 30	1,657 73	155 15	3,493 30
Currituck.....	14.30		343 63		14 10	357 73

Western Union Telegraph Company—Continued.

COUNTIES.	Miles of Line.	Miles of Wire in Excess of one Line.	Value of Miles of Line.	Value of Miles of Wire in Excess of one Line.	Value of Instruments, Battery and Office Furniture.	Total Valuation
Davidson.....	50.72	507.20	\$ 2,676 05	\$ 4,929 98	\$ 56 40	\$ 7,662 43
Davie.....	12.20	-----	277 06	-----	14 10	291 16
Duplin.....	36.42	327.78	1,641 45	2,800 69	69 15	4,511 29
Durham.....	47.07	66.39	1,295 75	479 34	81 10	1,856 19
Edgecombe.....	58.50	322.56	2,085 83	2,601 24	205 75	4,892 82
Forsyth.....	80.96	32.81	2,075 34	235 57	175 05	2,485 76
Franklin.....	12.	24.	326 52	155 04	30 25	511 81
Gaston.....	83.14	231.70	1,821 15	2,295 69	112 80	4,229 64
Gates.....	14.84	14.84	400 82	95 87	7 05	503 74
Granville.....	47.08	48.72	1,358 21	318 43	57 20	1,733 84
Guilford.....	143.17	808.41	5,851 49	7,459 02	405 65	13,716 16
Halifax.....	83.76	268.45	2,642 94	2,151 39	296 90	5,091 23
Harnett.....	16.42	22.84	450 98	197 11	14 10	662 19
Haywood.....	21.60	-----	319 05	-----	21 15	340 20
Henderson.....	22.	22.	472 12	215 18	43 55	730 85
Hertford.....	14.53	14.53	392 45	93 86	7 05	493 36
Iredell.....	54.06	44.58	1,395 36	320 40	61 60	1,777 36
Jackson.....	22.80	-----	547 88	-----	14 10	561 98
Johnston.....	72.24	156.88	2,102 78	1,321 68	81 45	3,505 91
Jones.....	16.28	3.50	384 57	22 61	12 50	419 68
Lenoir.....	28.07	17.	658 71	109 82	26 10	794 63
Lincoln.....	31.79	-----	742 53	-----	14 10	756 63
McDowell.....	33.69	67.38	1,007 67	497 75	-----	1,505 42
Macon.....	2.60	-----	62 48	-----	-----	62 48
Madison.....	30.56	61.12	914 04	435 17	60 00	1,409 21
Martin.....	51.68	-----	1,173 65	-----	55 70	1,229 35
Mecklenburg.....	116.89	630.37	4,450 73	5,540 32	1,058 85	11,135 01
Mitchell.....	5.	-----	113 55	-----	7 05	120 60
Moore.....	50.50	50.50	1,388 00	326 23	79 05	1,793 28
Nash.....	19.20	-----	436 03	-----	26 10	462 13
New Hanover.....	40.64	164.85	1,457 05	1,365 65	862 42	3,685 15
Northampton.....	57.70	225.40	1,864 34	1,787 44	99 15	3,750 93
Onslow.....	36.36	-----	855 55	-----	21 15	876 70
Orange.....	27.17	44.34	770 45	309 10	49 35	1,128 90
Pasquotank.....	12.57	-----	302 05	-----	-----	302 05
Pender.....	63.12	249.	2,136 78	2,081 29	38 10	4,256 17

Western Union Telegraph Company—Continued.

COUNTIES.	Miles of Line.	Miles of Wire in Excess of one Line.	Value of Miles of Line.	Value of Miles of Wire in Excess of one Line.	Value of Instruments, Battery and Office Furniture.	Total Valuation
Perquimans.....	16.30	-----	\$ 391 72	\$ -----	\$ 7 05	\$ 398 77
Person.....	30.71	8.50	733 98	54 91	19 05	807 94
Pitt.....	56.49	-----	1,357 45	-----	35 25	1,392 70
Polk.....	9.50	9.50	275 59	73 91	14 10	363 60
Randolph.....	47.16	25.10	1,172 09	221 34	35 25	1,428 68
Richmond.....	64.92	111.85	1,927 60	831 91	79 55	2,839 06
Robeson.....	90.62	121.54	2,541 50	1,134 66	85 35	3,761 51
Rockingham.....	81.25	463.49	3,377 09	4,337 05	88 70	7,802 84
Rowan.....	76.79	485.10	3,191 44	4,425 33	121 40	7,738 15
Rutherford.....	16.	4.	280 00	40 00	117 45	437 45
Sampson.....	38.70	38.70	1,122 69	250 00	28 20	1,400 89
Stanly.....	23.	-----	502 55	-----	21 15	523 70
Stokes.....	30.55	10.65	780 79	68 80	33 15	882 74
Surry.....	52.10	-----	1,183 20	-----	42 30	1,225 50
Swain.....	38.50	-----	935 16	-----	14 10	949 26
Union.....	26.65	79.89	821 08	641 14	45 30	1,507 52
Vance.....	28.82	53.24	939 71	349 53	128 55	1,417 79
Wake.....	74.13	164.30	2,240 65	997 30	377 60	3,615 55
Warren.....	28.37	52.37	831 24	339 46	55 55	1,226 25
Washington.....	3.87	-----	87 89	-----	7 05	94 94
Wayne.....	60.05	312.76	2,092 16	2,575 35	218 80	4,886 31
Wilkes.....	18.10	-----	409 25	-----	-----	409 25
Wilson.....	31.77	200.66	1,211 02	1,728 74	135 25	3,075 01
Totals—Counties.....	3,231.76	8,180.57	\$ 98,991 80	\$ 69,760 32	\$ 7,206 02	\$ 175,958 14

Western Union Telegraph Company—Continued.

CORPORATIONS.	Miles of Line.	Miles of Wire in Excess of one Line.	Value of Miles of Line.	Value of Miles of Wire in Excess of one Line.	Value of Instruments, Battery and Office Furniture.	Total Valuation
Asheville.....	2.72	19.40	\$ 142 35	\$ 150 93	\$ 316 30	\$ 609 58
Charlotte.....	3.30	59.88	227 46	464 87	827 65	1,519 98
Concord.....	3.40	29.40	122 03	228 73	18 60	369 36
Durham.....	1.43	5.50	62 58	42 79	81 10	186 47
Fayetteville.....	3.51	10.09	105 49	78 50	116 00	299 99
Goldsboro.....	1.19	15.56	75 24	121 06	170 80	367 10
Greensboro.....	8.48	92.08	487 39	716 38	297 75	1,501 52
Henderson.....	1.82	4.24	54 68	32 99	93 30	180 97
Monroe.....	1.13	3.39	34 81	26 37	27 05	88 23
Morehead City.....	2 13		51 18		14 10	65 28
Newbern.....	3.09	2.68	103 15	20 85	77 25	201 25
Oxford.....	1.16	2.80	47 50	21 78	14 50	83 78
Raleigh.....	3.45	22.16	168 67	172 40	321 25	662 32
Reidsville.....	2.22	24.46	106 13	190 30	20 30	316 73
Salisbury.....	3.71	37.91	207 68	294 94	121 40	624 02
Shelby.....	2.78	2.49	72 75	19 37	25 05	117 17
Statesville.....	2.04	4.54	81 65	35 32	23 56	140 47
Tarboro.....	1.22	7.93	45 73	61 70	54 70	162 13
Wadesboro.....	.71	2.88	22 81	22 41	42 50	87 72
Warrenton.....	.87	.87	23 49	6 77	7 05	37 31
Warsaw.....	1.42	12.78	64 00	109 19	21 15	194 34
Weldon.....	2.10	17.81	113 24	138 56	191 50	443 30
Wilmington.....	4.56	43.52	247 94	338 59	789 92	1,376 45
Wilson.....	1.01	12.94	60 09	100 67	75 25	236 01
Winston.....	3 89	5.04	150 14	39 21	121 80	311 15
Totals—Corporations.....	63.34	440.35	\$ 2,878 18	\$ 3,434 68	\$ 3,869 77	\$ 10,182 63

STATEMENT G.—Miscellaneous Telegraph Companies.

NAME OF COMPANY.	No. Miles.	Valuat'n per Mile.	Total Value of Line.	Battery, Etc.	Total.	Apporti'n- ment.
Carthage Telegraph Line -----	10	\$ 20 00	\$ 200 00	\$ 10 00	\$ 210 00	
Moore County -----						\$ 210 00
Pittsboro Telegraph Line -----	12	20 00	240 00	10 00	250 00	
Chatham County -----						250 00
Pittsboro -----						5 21
Louisburg Telegraph Company -----	10	20 00	200 00		200 00	
Franklin County -----						200 00
Norfolk and Southern Telegraph Line..	39	25 00	975 00		975 00	
Washington County -----						680 00
Beaufort County -----						295 00
United Telegraph Company -----	6	20 00	120 00		120 00	
Hertford County -----						40 00
Northampton County -----						80 00
Cleveland Springs Telegraph Company	2	20 00	40 00		40 00	
Cleveland County -----						40 00
Shelby -----						15 00
Oak Ridge and Stokesdale Telegraph Co	6		200 00	35 00	235 00	
Guilford County -----						235 00
Elizabeth City and Norfolk Tel. Co.....	52	20 00	1,040 00	50 00	1,090 00	
Camden County -----						209 62
Pasquotank County -----						398 29
Perquimans County -----						377 28
Chowan County -----						104 81
Lenoir and Blowing Rock Telegraph Co	22		500 00	40 00	540 00	
Caldwell County -----						490 92
Watauga County -----						49 08
Lenoir County -----						18 40
Swepsonville Telegraph Company -----	6	20 00	120 00	20 00	140 00	
Alamance County -----						140 00
Carolina Postal Telegraph Company ---	8	25 00	200 00	5 00	205 00	
Cumberland County -----						205 00
						\$ 4,005 00

STATEMENT H.—Atlantic Postal Telegraph Company.

313.92 Miles line, }
 1.036 Miles wire in excess one line, } ----- \$ 29,082 66

Apportioned as Follows :

COUNTIES.	Miles of Poles.	Miles of Wire.	Value Poles at \$33.00.	Value Wire at \$15.00.	Total Valuation
Bladen -----	47.60	95.20	\$ 1,570 80	\$ 1,428 00	\$ 2,968 80
Brunswick -----	13.90	27.80	458 70	417 00	875 70
Cumberland -----	43.28	186.80	1,407 24	2,802 00	4,209 24
Columbus -----	8.50	17.	280 50	255 00	535 50
Franklin -----	12.90	77.40	425 70	1,155 00	1,580 70
Halifax -----	9.50	.57	313 50	855 00	1,168 50
Harnett -----	21.	126.	693 00	1,890 00	2,583 00
Johnston -----	1.	6.	33 00	90 00	123 00
New Hanover -----	2.	4.	66 00	60 00	126 00
Northampton -----	5.20	31.20	171 60	468 00	639 60
Richmond -----	21.55	101.45	711 15	1,521 75	2,232 90
Robeson -----	18.04	90.20	595 32	1,353 00	1,948 32
Vance -----	20.30	121.80	669 90	1,827 00	2,496 90
Wake -----	36.30	217.80	1,197 90	3,267 00	4,464 90
Warren -----	25.20	151.20	831 60	2,268 00	3,099 60
					\$ 29,082 66

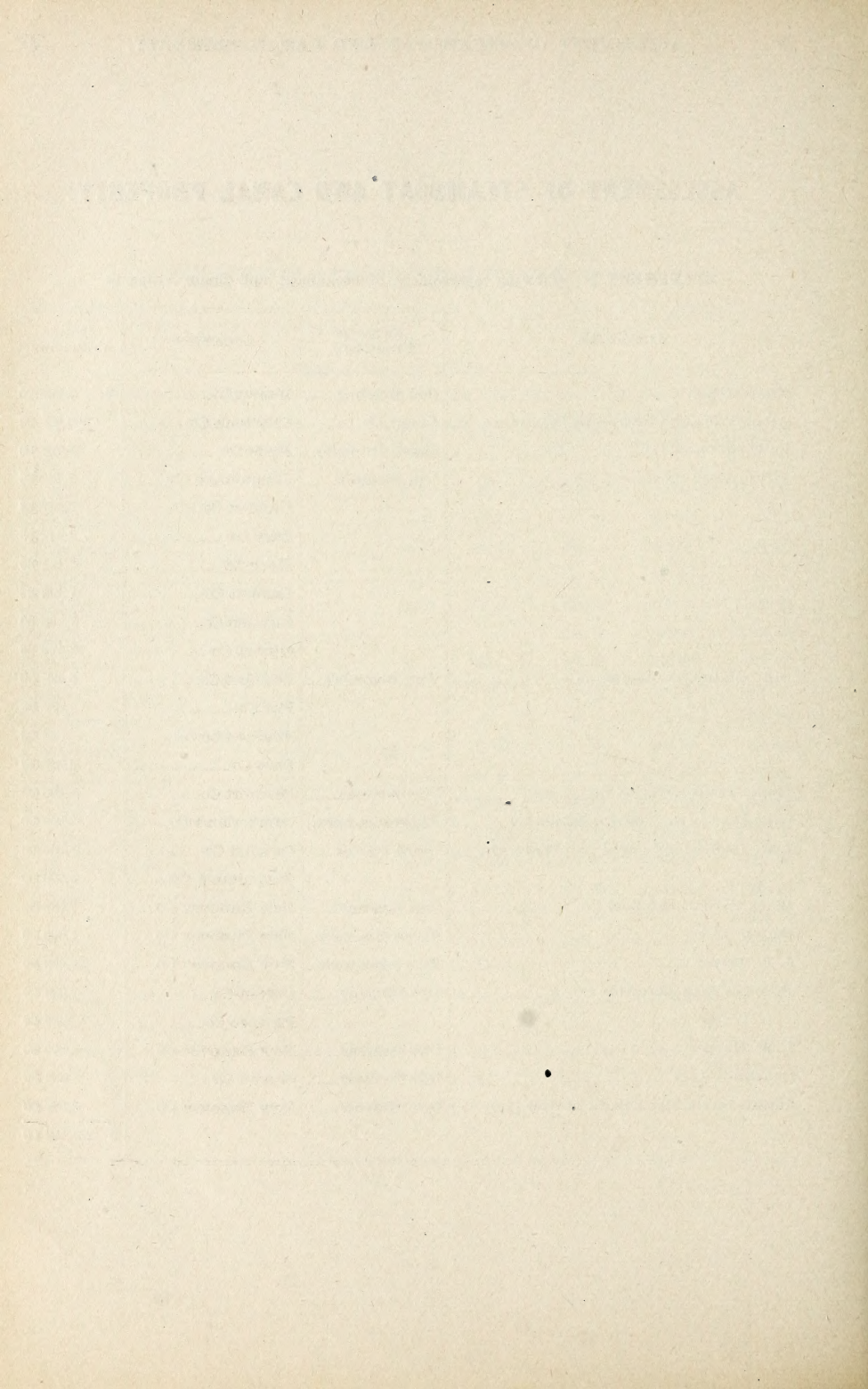
TOWNS.

Fayetteville -----	\$ 234 00
Raleigh -----	668 75
Durham -----	89 00
Wilmington -----	125 00

ASSESSMENT OF STEAMBOAT AND CANAL PROPERTY.

STATEMENT I.—Showing Assessment of Steamboat and Canal Property.

OWNERS.	KIND OF PROPERTY.	LOCATION.	Total Valuation.
Frank Hitch -----	One Steamer----	Martin Co.-----	\$ 8,000 00
Albemarle and Chesapeake Canal Co.-----	Canal Co.-----	Currituck Co -----	100,000 00
Fairfield Canal Co.-----	Canal Property--	Hyde Co -----	6,758 00
Wilmington Steamship Co.-----	One Steamer----	Pasquotank Co.-----	7,142 86
		Camden Co.-----	7,142 86
		Dare Co -----	7,142 86
		Hyde Co -----	7,142 86
		Carteret Co -----	7,142 86
		Pamlico Co -----	7,142 86
		Craven Co -----	7,142 86
Old Dominion Steamship Co.-----	Two Steamers --	Beaufort Co.-----	6,177 00
		Pitt Co -----	1,677 00
		Edgecombe Co -----	646 00
		Dare Co -----	4,000 00
Home Transportation Co.-----	One Steamer----	Beaufort Co.-----	3,000 00
Cape Fear River Transportation Co -----	Three Steamers..	Cumberland Co.-----	10,000 00
Lake Drummond Canal and Water Co.-----	Canal 8 miles ---	Camden Co -----	8,000 00
		Pasquotank Co.-----	8,000 00
Black River Steamboat Co -----	One Steamer----	New Hanover Co.---	2,500 00
Walter Taft-----	Three Steamers..	New Hanover Co.---	1,800 00
J. T. Harper -----	Three Steamers..	New Hanover Co.---	20,000 00
Farmers Transportation Co -----	One Steamer----	Craven Co -----	320 00
		Pamlico Co -----	480 00
I. W. Harper -----	One Steamer----	New Hanover Co.---	8,000 00
Charles L. Ives -----	One Steamer----	Craven Co -----	800 00
Junius Davis, Rec'r Bank of New Hanover	One Steamer----	New Hanover Co.---	3,000 00
			\$ 237,158 00



COMPILATION OF RAILROAD RETURNS FOR THE YEAR
ENDING JUNE 30, 1894.

ATLANTIC COAST LINE SYSTEM.

Lines Owned, Leased, Controlled and Operated in North Carolina.

	MILES.
Wilmington and Weldon Railroad.....	161.40
Branches—	
Tarboro Branch.....	67.71
Scotland Neck Branch.....	85.82
Midland Branch.....	21.50
Wilson and Fayetteville Branch—Short Cut.....	116.23
Nashville Branch.....	19.20
Clinton Branch.....	13.43
Washington Branch.....	25.39
Wilmington, Columbia and Augusta Railroad.....	68.35
Cheraw and Darlington Railroad.....	14.23
Petersburg Railroad.....	6.99
Wilmington, Chadbourne and Conway.....	25.88
Norfolk and Carolina.....	66.11
Spurs.....	7.98
	<hr/> 700.22

WILMINGTON AND WELDON RAILROAD COMPANY.

HISTORY.

The Wilmington and Weldon Railroad Company was organized March 14, 1836, under the laws of North Carolina, Acts of General Assembly 1833-'35-'36 (amendatory Acts 1851-'2-'5-'67).

January, 1833, chartered as Wilmington and Raleigh Railroad Company; main line opened March 9, 1840. Name changed in February, 1855.

Tarboro Branch opened in August, 1849, and Scotland Neck Branch October 1, 1882.

Midland North Carolina Railroad was purchased in June, 1885.

The Fayetteville Branch was completed and opened October 1, 1886.

The Nashville Branch was opened in 1887.

The Clinton Branch on April 1, 1887.

Washington Branch was opened in 1892.

This Corporation was chartered as the Wilmington and Raleigh Railroad, by the General Assembly of North Carolina, year 1833, for the purpose of effecting a communication by a railroad from some point within the town of Wilmington, or immediate neighborhood of the said town, to the city of Raleigh, or in the immediate neighborhood of the said city.

The charter was amended in 1835, so as to allow the Company to run its main road from some point within or near the town of Wilmington, to some point in the city of Raleigh, or in the immediate neighborhood thereof, or to some point at or near the river Roanoke, at the election of the Stockholders, with a view of connecting with the Petersburg and Norfolk Railroads.

Exemption from taxation surrendered at session General Assembly 1893.

Reference to Statutes 1833-'35-'36-'51-'52-'55-'67-'93.

1893. Albemarle and Raleigh Railroad, from Tarboro to Plymouth, consolidated with the Wilmington and Weldon Railroad, and operated as a prolongation of the Tarboro Branch.

ORGANIZATION.

NAMES OF DIRECTORS.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. G. Elliott, President.....	Wilmington, N. C.....	November, 1894.
H. Walters, Vice-President.....	Wilmington, N. C.....	November, 1894.
A. J. DeRosset.....	Wilmington, N. C.....	November, 1894.
W. T. Walters.....	Baltimore, Md.....	November, 1894.
Michael Jenkins.....	Baltimore, Md.....	November, 1894.
B. F. Newcomer.....	Baltimore, Md.....	November, 1894.
H. B. Plant.....	New York City.....	November, 1894.
W. H. Willard.....	Raleigh, N. C.....	November, 1894.
Geo. Howard.....	Tarboro, N. C.....	November, 1894.
J. P. McCay.....	Baltimore, Md.....	November, 1894.
E. B. Borden.....	Goldsboro, N. C.....	November, 1894.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Elliott.....	Wilmington, N. C.
Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary and Treasurer.....	J. F. Post, Jr.....	Wilmington, N. C.
Auditor.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	John R. Latta.....	Wilmington, N. C.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	J. F. Divine.....	Wilmington, N. C.
Supt. of Telegraph and Transportation,	E. Borden.....	Wilmington, N. C.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
Assist. Gen. Freight and Pass. Agent...	H. M. Emerson.....	Wilmington, N. C.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Wilmington and Weldon -----	Weldon -----	Wilmington -----	161.40	277.63
Wilson and Fayetteville Sh't Cut,	Contentnea -----	S. C. State Line----	116.23	
BRANCHES AND SPURS.				
Tarboro Branch -----	Rocky Mount----	Plymouth -----	67.71	241.03
Scotland Neck Branch-----	Halifax -----	Kinston -----	85.82	
Washington Branch-----	Parmele -----	Washington -----	25.39	
Nashville Branch-----	Rocky Mount----	Spring Hope-----	19.20	
Clinton Branch-----	Warsaw -----	Clinton -----	13.43	
Midland N. C. Branch -----	Goldsboro -----	Smithfield -----	21.50	
Spurs, etc.-----	-----	-----	7.38	518.66
Total -----	-----	-----	-----	

CAPITAL STOCK.

Number of shares authorized—common (with right to increase).....	30,000
Par value of shares	\$ 100 00
Total amount issued and outstanding.....	3,000,000 00
Dividends declared during year—amount.....	90,000 00
Rate of interest, 3 per cent.	

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Gold interest.....	1867	1897	\$ 936,000 00	\$ 936,000 00	\$ 936,000 00	\$ 936,000 00
General first mortgage....	1885	1935	3,064,000 00	3,000,000 00	3,000,000 00	3,182,034 34
General first mortgage....		1944	500,000 00	500,000 00	500,000 00	500,000 00
			\$ 4,500,000 09	\$ 4,436,000 00	\$ 4,436,000 00	\$ 4,618,034 34
Certificates of indebt'ness—						
W. and W. special Trust certificate	1888	1937	380,000 00	380,000 00	380,000 00	380,000 00
W. and W. certificate of indebtedness.....	1887		2,500,000 00	2,500,000 00	2,500,000 00	
			\$ 2,880,000 00	\$ 2,880,000 00	\$ 2,880,000 00	\$ 380,000 00
Grand total.....			\$ 7,380,000 00	\$ 7,316,000 00	\$ 7,316,000 00	\$ 4,998,034 34

INTEREST.

CLASS OF BOND OR OBLIGATION.	Rate per Cent.	When Payable.	Amount	
			Accrued During Year.	Paid During Year
Gold interest.....	7	Jan. and July	\$ 65,520 00	\$ 65,520 00
General first mortgage.....	5	Jan. and July	150,000 00	150,000 00
General first mortgage.....	4	Jan. and July	10,000 00	10,000 00
			\$ 225,520 00	\$ 225,520 00
Certificates of indebtedness—				
W. and W. special Trust certificate.....	6	May and Nov.	22,800 00	22,800 00
W. and W. certificates of indebtedness.....	7		175,000 00	175,000 00
			\$ 197,800 00	\$ 197,800 00
Grand total			\$ 423,320 00	\$ 423,320 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued.....	\$ 7,316,000 00
Amount outstanding.....	7,316,000 00
Interest accrued during year.....	423,320 00
Interest paid during year.....	423,320 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash.....	\$ 91,104 00
Bills receivable.....	2,413 00
Due from agents.....	24,157 18
Net traffic balances due from other companies.....	151,113 56
Other cash assets (excluding "Materials and Supplies").....	120,000 00
Cash deposited to pay coupons.....	110,345 00
Total cash and current assets.....	\$ 499,132 74
Balance—current liabilities.....	147,970 36
	\$ 647,103 10

LIABILITIES.

Loans and bills payable.....	\$ 450,000 00
Audited vouchers and accounts.....	27,384 50
Wages and salaries.....	53,304 47
Dividends not called for.....	3,698 50
Matured interest coupons unpaid (including coupons due July 1).....	112,715 63
	\$ 647,103 10

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock.....	\$ 3,000,000 00	518.66	\$ 5,784
Bonds.....	7,316,000 00		14,105
Current Liabilities.....	647,103 10		1,248
Total.....	\$ 10,963,103 10	518.66	\$ 21,137

INCOME ACCOUNT.

Gross earnings from operation	\$ 1,637,752 05	
Less operating expenses	948,526 89	
Income from operation		\$ 689,225 16
Total income		\$ 689,225 16
DEDUCTIONS FROM INCOME:		
Interest on funded debt, accrued	\$ 423,320 00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for	22,500 00	
Rents paid for lease of road	923 92	
Taxes	42,372 10	
Total deductions from income		489,116 02
Net income		\$ 200,109 14
Dividends, 3 per cent., common stock	\$ 90,000 00	
Total		90,000 00
Surplus from operations of year ending June 30, 1894		\$ 110,109 14
Surplus on June 30, 1893 [From "General Balance Sheet," 1893 Report]		143,218 32
Surplus on June 30, 1894 [For entry on "General Balance Sheet"]		\$ 253,327 46

EARNINGS FROM OPERATION.**PASSENGER:**

Total passenger revenue	\$ 409,916 19
Mail	\$ 92,486 06
Express	36,668 42
Extra baggage and storage	3,921 18
	133,075 66
Total passenger earnings	\$ 542,991 85

FREIGHT:

Total freight revenue	1,067,284 34
Total passenger and freight earnings	\$ 1,610,256 19

OTHER EARNINGS FROM OPERATION:

Telegraph companies	\$ 3,854 27
Other sources	23,641 39
Total other earnings	27,495 86
Total gross earnings from operation, entire line	\$ 1,637,752 05

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 135,306 72
Renewals of rails.....	10,000 00
Renewals of ties.....	33,345 33
Repairs of bridges and culverts.....	20,856 53
Repairs of fences, road crossings, signs and cattle guards.....	3,610 34
Repairs of buildings.....	41,015 18
Repairs of docks and wharves.....	200 12
Repairs of telegraph.....	74 78
Other expenses.....	4,891 08
Total.....	<u>\$ 249,300 08</u>

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives.....	\$ 69,130 68
Repairs and renewals of passenger cars.....	26,308 07
Repairs and renewals of freight cars.....	70,509 05
Repairs and renewals of ferryboats, tugs, floats and barges.....	22 53
Shop machinery, tools, etc.....	11,616 45
Other expenses.....	223 22
Total.....	<u>\$ 177,810 00</u>

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen.....	\$ 66,670 56
Fuel for locomotives.....	117,895 15
Water-supply for locomotives.....	4,874 75
All other supplies for locomotives.....	4,454 30
Wages of other trainmen.....	51,928 53
All other train supplies.....	22,616 54
Wages of switchmen, flagmen and watchmen.....	9,840 24
Expense of telegraph, including train dispatchers and operators.....	23,588 72
Wages of station agents, clerks and laborers.....	71,776 27
Station supplies.....	5,128 97
Switching charges—balance.....	2,647 75
Car mileage—balance.....	10,523 89
Loss and damage.....	4,999 88
Injuries to persons.....	3,036 19
Total.....	<u>\$ 399,981 74</u>

GENERAL EXPENSES:

Salaries of officers.....	\$ 26,860 31
Salaries of clerks.....	18,077 84
General office expenses and supplies.....	5,258 09
Agencies, including salaries and rent.....	21,686 39
Advertising.....	3,660 03
Commissions.....	39 78
Insurance.....	6,505 39
Expense of traffic associations.....	1,733 33
Expense of stock yards and elevators.....	976 34
Rents for tracks, yards and terminals.....	10,022 35
Legal expenses.....	10,869 92
Stationery and printing.....	14,517 63
Other general expenses.....	1,227 67
Total.....	<u>\$ 121,435 07</u>

RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 249,300 08
Maintenance of equipment.....	177,810 00
Conducting transportation.....	399,981 74
General expenses.....	121,435 07
Grand total.....	<u>\$ 948,526 89</u>

Percentage of expenses to earnings, entire line, 57.9.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894	YEAR ENDING JUNE 30, 1894.	
			Increase.	Decrease.
Total.		Total.		
\$ 10,203,788 91	Cost of road.....	\$ 10,717,297 82	\$ 513,508 91	
409,602 35	Cash and current assets.....	499,132 74	89,530 39	
\$ 10,613,391 26	Grand total.....	\$ 11,216,430 56	\$ 603,039 30	
	LIABILITIES.			
\$ 3,000,000 00	Capital stock.....	\$ 3,000,000 00		
6,816,000 00	Funded debt.....	7,316,000 00	\$ 500,000 00	
654,172 94	Current liabilities.....	647,103 10		\$ 7,069 84
143,218 32	Profit and loss.....	253,327 46	110,109 14	
\$ 10,613,391 26	Grand total.....	\$ 11,216,430 56	\$ 603,039 30	\$ 7,069 84

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage bonds. What road mortgaged—Main line and branches. Amount of mortgage per mile of line, \$8,553. What equipment mortgaged—All. What income mortgaged—None. What securities mortgaged—None.

EMPLOYEES AND SALARIES.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers.....	17	-----	\$ 26,860 31	
General office clerks	51	-----	18,077 84	
Other employees:				
Station agents.....	78	28,470	42,361 75	\$ 1 48
Other station men.....	105	32,865	29,700 15	90
Enginemen	40	14,600	47,832 00	3 27
Firemen	60	21,900	18,838 85	86
Conductors	40	14,600	30,220 00	2 07
Other trainmen.....	62	22,320	21,708 53	97
Machinists.....	46	14,398	35,862 60	2 49
Carpenters	75	23,475	37,716 75	1 60
Other shopmen.....	128	40,064	47,004 62	1 17
Section foremen.....	66	20,658	29,760 00	1 44
Other trackmen.....	455	142,415	103,464 00	72
Switchmen, flagmen and watchmen.....	40	13,146	10,840 24	83
Telegraph operators and dispatchers.....	34	12,410	24,180 00	1 95
All other employees and laborers.....	103	32,033	21,048 00	65
Total (including "General Officers")—N. C....	1,400	433,354	\$ 545,475 64	
Less "General Officers".....	17	-----	26,860 31	
Total (excluding "General Officers")—N. C....	1,383	433,354	\$ 518,615 33	
DISTRIBUTION OF ABOVE:				
General administration.....	68	-----	\$ 44,938 15	
Maintenance of way and structures.....	534	164,006	134,424 00	
Maintenance of equipment.....	264	82,602	136,825 97	
Conducting transportation.....	544	186,746	229,287 52	
Total (including "General Officers")—N. C....	1,400	433,354	\$ 545,475 64	
Less "General Officers".....	17	-----	26,860 31	
Total (excluding "General Officers")—N. C....	1,383	433,354	\$ 518,615 33	
Total (incl. "General Officers")—entire line...	1,400	433,354	\$ 545,475 64	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	329,509			
Number of passengers carried one mile.....	14,692,019			
Number of passengers carried one mile per mile of road	28,327			
Average distance carried.....	44			
Total passenger revenue.....		409,916	19	
Average amount received from each passenger.....		1	24	
Average receipts per passenger per mile.....			02	109
Total passenger earnings.....		542,991	85	
Passenger earnings per mile of road.....		1,046	91	
Passenger earnings per train mile.....			94	284
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	647,500			
Number of tons carried one mile.....	58,128,291			
Number of tons carried one mile per mile of road..	112,074			
Average distance haul of one ton.....	89.7			
Total freight revenue.....		1,067,264	34	
Average amount received for each ton of freight...		1	64	
Average receipts per ton per mile.....			01	836
Total freight earnings.....		1,067,264	34	
Freight earnings per mile of road.....		2,057	73	
Freight earnings per train mile		1	94	460
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		1,477,180	53	
Passenger and freight revenue per mile of road		2,848	07	
Passenger and freight earnings.....		1,610,256	19	
Passenger and freight earnings per mile of road.....		3,104	66	
Gross earnings from operation		1,637,752	05	
Gross earnings from operation per mile of road.....		3,157	66	
Gross earnings from operation per train mile		1	45	640
Operating expenses.....		948,526	89	
Operating expenses per mile of road.....		1,828	80	
Operating expenses per train mile			84	350
Income from operation.....		689,225	16	
Income from operation per mile of road		1,328	86	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.**TRAIN MILEAGE:**

Miles run by passenger trains.....	554,260
Miles run by freight trains.....	483,649
Miles run by mixed trains.....	86,603
Total mileage trains earning revenue.....	1,124,512
Miles run by switching trains.....	173,291
Miles run by construction and other trains.....	88,246
Grand total train mileage.....	1,386,049

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE:				
Grain	5,290	7,323	12,613	1.95
Flour	2,857	13,558	16,415	2.54
Other mill products	1,289	5,593	6,882	1.06
Hay	758	3,216	3,974	.61
Tobacco	5,618	2,118	7,736	1.20
Cotton	22,375	5,947	28,322	4.37
Fruit and vegetables	9,745	77,660	87,405	13.50
PRODUCTS OF ANIMALS:				
Live stock	704	1,437	2,141	.33
Dressed meats	1,420	9,032	10,452	1.61
Poultry, game and fish	1,907	822	2,729	.42
Wool	3	2	5	
Hides and leather	263	282	545	.08
PRODUCTS OF MINES:				
Bituminous coal	9,491	5,363	14,854	2.30
Stone, sand, and other like articles	64	398	462	.07
PRODUCTS OF FOREST:				
Lumber	215,271	50,911	266,182	41.11
MANUFACTURES:				
Petroleum and other oils	2,930	11,078	14,008	2.16
Sugar	453	2,479	2,932	.45
Naval stores	14,699	725	15,424	2.38
Iron and steel rails		14	14	
Other castings and machinery	1,903	4,831	6,734	1.04
Bar and sheet metal	360	14,385	14,745	2.28
Cement, brick and lime	2,750	2,964	5,714	.89
Agricultural implements	261	804	1,065	.16
Wagons, carriages, tools, etc	788	2,654	3,442	.53
Wines, liquors and beers	759	2,634	3,393	.52
Household goods and furniture	1,497	1,470	2,967	.46
Fertilizers	38,329	35,387	73,716	11.39
Merchandise	10,130	19,322	29,452	4.55
MISCELLANEOUS:				
Other commodities not mentioned above	5,262	7,915	13,177	2.04
Total tonnage—entire line	357,176	290,324	647,500	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:						
Passenger, freight, switching----		57	45	Westinghouse		
CARS—Owned and leased— IN PASSENGER SERVICE:						
First-class cars-----		28	28	Westinghouse	28	Janney.
Combination cars-----		7	7	Westinghouse	7	Janney.
Baggage, express and postal cars,		16	16	Westinghouse	16	Janney.
Other cars in passenger service, officers -----		5	5	Westinghouse	5	Janney.
Total -----		56	56	Westinghouse	56	Janney.
IN FREIGHT SERVICE:						
Box cars-----		983	629	Westinghouse	824	Janney.
Flat cars-----		351	5	Westinghouse	225	Janney.
Stock cars-----		10	0	Westinghouse	5	Janney.
Coal cars and log cars-----	43	114				
Total -----	43	1,458	634	Westinghouse	1,054	Janney.
IN COMPANY'S SERVICE:						
Gravel cars-----		71			7	Janney.
Derrick and wrecking cars-----		8	7	Westinghouse	5	Janney.
Caboose cars-----		20			14	Janney.
Other road cars-----		48			10	Janney.
Total cars in service-----		147	7	Westinghouse	36	Janney.
Total cars owned-----	43	1,661	697	Westinghouse	1,146	Janney.

MILEAGE.**MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs		Iron.	Steel.
Miles of single track	161.40	357.26	518.66	47,226	471,434
Miles of yard track and sidings	63.81	-----	63.81	35.66	23.15
Total mileage operated (all tracks)	225.21	357.26	582.47	82,886	499,584

MILEAGE OF LINE BY STATES.

North Carolina—Line represented by capital stock, main line	225.21
Branches and spurs	357.26
Total mileage operated	582.47
Rails—iron	82,886
Rails—steel	499,584

RENEWALS OF RAILS AND TIES.**NEW RAILS LAID DURING YEAR:**

Steel—second-hand (tons)	1,136.08
Weight per yard (pounds)	56.46
Average price per ton at distributing point	\$ 15 00

NEW TIES LAID DURING YEAR:

Pine—number	169,112
Average price at distributing point	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal— Bitumin- ous. Tons.	Wood— Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	22,038	17,773	30,924.50	473,020	51.75
Freight				457,485	
Switching				175,984	
Construction				88,645	
Total	22,038	17,773	30,924.50	1,195,084	
Average cost at distributing point	\$ 2 75	\$ 1 75			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		9		3				12
Falling from trains and engines.....	1	5				1	1	6
Overhead obstructions.....		1						1
Derailments.....		1						1
Other causes.....	1	6		1		6	1	13
Total.....	2	22		4		7	2	33

KIND OF ACCIDENT,	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments.....		1						
At stations.....		1						
Other causes.....		13	9	12	1		10	12
Total.....		15	9	12	1		10	12

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, Etc.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron -----	29	2,520	1¼	13	9	514	7
Wooden -----	2	424	-----	202	-----	222	-----
Combination -----	1	279	10	279	10	279	10
Total -----	32	3,223	11¼				
TRESTLES:							
25 feet and over -----	461	40,978	8	25	-----	1,691	-----
Under 25 feet -----	397	8,642	2	6	-----	24	-----

Overhead highway crossings, 1. Height above surface of rail, 20 feet.
Gauge of track, 4 feet 9 inches; 518.66 miles.

CHERAW AND DARLINGTON RAILROAD.

HISTORY.

Chartered in 1857 for a term of ninety-nine years, by Act ratified the 2d day of February, 1857.

The Cheraw and Salisbury Railroad Company was organized in December, 1857, under laws of South Carolina and North Carolina; amended December, 1861, and December, 1868; name changed by latter amendment; originally Cheraw and Coal Fields.

Road opened in 1880.

By Act ratified 16th day of December, 1868, changing the name of said corporation, it was allowed five years from said 16th day of December, 1868, to complete its road to the crossing of the Wilmington, Charlotte and Rutherford Railroad (now the Carolina Central), and five additional years thereto to complete the extension authorized by said Act, to such point on the North Carolina Railroad at or near Salisbury as might be selected by said Company.

The Ordinance of the State Convention, ratified the 10th day of March, 1862, provided that the Cheraw and Coal Fields Railroad Company should complete its road to the Coal Fields, in Chatham County, within five years after the close of the war, or forfeit its charter.

Sold under foreclosure November 30, 1892.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	C. S. Gadsden	Charleston, S. C.
Vice-President	H. Walters	Wilmington, N. C.
Treasurer	J. H. McIver	Cheraw, S. C.
Auditor	W. A. Riach	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Assist. Gen. Freight and Pass. Agent...	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Cheraw and Salisbury Railroad Company, from Florence to Wadesboro, 66 miles. 13.90 miles in North Carolina.

This statement shows operations, etc., for entire line.

CAPITAL STOCK.

Par value of shares	\$ 50 00
Total par value authorized	400,000 00
Total amount issued and outstanding	392,100 00
Dividends declared during year, 3 per cent.—amount	11,763 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage. Date of issue, 1888. When due, 1938.

Amount of authorized issue.....	\$ 400,000 00
Amount issued.....	236,000 00
Amount outstanding.....	236,000 00
Cash realized on amount issued.....	236,000 00
Rate of interest, 5 per cent. When payable: April and October.	
Amount of interest accrued during year.....	11,800 00
Amount of interest paid during year.....	11,800 00

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds—total amount issued.....	\$ 236,000 00
Total amount outstanding.....	236,000 00
Total amount interest accrued during year.....	11,800 00
Total amount interest paid during year.....	11,800 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Cash	\$ 47,045 52
Due from agents.....	4,337 44
Other cash assets.....	7,865 00
Total—cash and current assets	\$ 59,247 96
Balance—current liabilities	46,854 94
Total.....	\$ 106,102 90

LIABILITIES.

Loans and bills payable.....	\$ 90,000 00
Net traffic balances due to other companies.....	9,031 40
Dividends not called for.....	2,171 50
Matured interest coupons unpaid.....	4,900 00
Total	\$ 106,102 90

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock.....	\$ 392,100 00	66	\$ 5,940 90
Bonds	236,000 00	66	3,575 75
Current Liabilities.....	106,102 90	66	1,607 62
Total.....	\$ 734,202 90	66	\$ 11,124 27

INCOME ACCOUNT.

Gross earnings from operation.....	\$ 84,264 91	
Less operating expenses.....	70,856 42	
Income from operation		\$ 13,408 49
Miscellaneous income.....	\$ 848 69	
Income from other sources.....		848 69
Total income.....		\$ 14,257 18
DEDUCTIONS FROM INCOME:		
Interest on funded debt, accrued.....	\$ 11,800 00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for.....	4,500 00	
Taxes.....	1,160 59	
Total deductions from income.....		17,460 59
Deficit.....		\$ 3,203 41
Dividends, 3 per cent., common stock.....	\$ 11,763 00	
Total		11,763 00
Deficit from operations of year ending June 30, 1894.....		\$ 14,966 41
Surplus on June 30, 1893 [From "General Balance Sheet," 1893 Report].....		138,346 47
Additions for year.....		\$ 6,873 38
Surplus on June 30, 1894 [For entry on "General Balance Sheet"].....		\$ 130,253 44

EARNINGS FROM OPERATION—Entire Line.**PASSENGER:**

Total passenger revenue.....		\$ 14,238 07
Mail.....	\$ 4,041 60	
Express	626 80	
Extra baggage and storage.....	245 29	4,613 69
Total passenger earnings.....		\$ 19,151 76

FREIGHT:

Total freight revenue.....		64,306 90
Total passenger and freight earnings.....		\$ 83,458 66

OTHER EARNINGS FROM OPERATION:

Telegraph companies.....	\$ 614 71	
Other sources.....	191 54	
Total other earnings		806 25
Total gross earnings from operation, entire line.....		\$ 84,264 91

STOCKS OWNED.

Cheraw Bridge—Total par value..... \$ 250 00

MISCELLANEOUS INCOME.

Current interest \$ 848 69

OPERATING EXPENSES—Entire Line.**RECAPITULATION OF EXPENSES:**

Maintenance of way and structures.....	\$ 22,991 99
Maintenance of equipment.....	9,203 71
Conducting transportation.....	31,297 68
General expenses.....	7,363 04
Grand total.....	\$ 70,856 42

Percentage of expenses to earnings, entire line, 84.8.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894.		YEAR ENDING JUNE 30, 1894.	
		Item.	Total.	Increase.	Decrease.
Total.					
\$ 804,958 30	Cost of road.....		\$ 804,958 38		
250 00	Stocks owned.....		250 00		
64,423 32	Cash and current assets.....		59,347 96		\$ 5,175 36
\$ 869,631 70	Grand total.....		\$ 864,456 34		\$ 5,175 36
	LIABILITIES.				
\$ 392,100 00	Capital stock.....	\$ 392,100 00			
326,500 00	Funded debt.....	236,000 00			\$ 90,500 00
12,685 23	Current liabilities.....	106,102 90		\$ 93,417 67	
138,346 47	Profit and loss.....	130,253 44			8,093 03
\$ 869,631 70	Grand total.....	\$ 864,456 34			\$ 5,175 36

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage.

What road mortgaged—From Florence to Wadesboro, 66 miles.

Amount of mortgage per mile of line..... \$ 3,575 75

What equipment mortgaged—All.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Yearly Compensation.
General officers.....	15	\$ 3,345 97
General office clerks.....	45	1,106 62
Other employees:		
Station agents.....	13	6,421 25
Other station men.....	19	3,164 25
Enginemen.....	2	2,251 25
Firemen.....	4	1,200 00
Conductors.....	2	1,800 00
Other trainmen.....	6	1,625 00
Carpenters.....	5	2,800 00
Section foremen.....	6	2,750 55
Other trackmen.....	25	4,500 00
Switchmen, flagmen and watchmen.....	4	1,000 00
Telegraph operators and dispatchers.....	1	360 00
All other employees and laborers.....	2	360 00
Total (including "General Officers").....	149	\$ 32,684 89

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	22,916			
Number of passengers carried one mile	426,362			
Number of passengers carried one mile per mile of road.....	6,460			
Average distance carried	18			
Total passenger revenue		14,238	07	
Average amount received from each passenger			62	132
Average receipts per passenger per mile.....			03	339
Total passenger earnings.....		19,151	76	
Passenger earnings per mile of road		290	17	
Passenger earnings per train mile			56	962
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	52,525			
Number of tons carried one mile	1,581,481			
Number of tons carried one mile per mile of road...	23,962			
Average distance haul of one ton	30			
Total freight revenue.....		64,306	90	
Average amount received for each ton of freight		1	22	431
Average receipts per ton per mile			04	066
Total freight earnings		64,306	90	
Freight earnings per mile of road		974	34	
Freight earnings per train mile		1	64	961
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		78,544	97	
Passenger and freight revenue per mile of road.....		1,190	07	
Passenger and freight earnings.....		83,458	66	
Passenger and freight earnings per mile of road		1,264	52	
Gross earnings from operation.....		84,264	91	
Gross earnings from operation per mile of road		1,276	74	
Gross earnings from operation per train mile.....		1	16	059
Operating expenses.....		70,856	42	
Operating expenses per mile of road.....		1,073	58	
Operating expenses per train mile.....			97	591
Income from operation		13,408	49	
Income from operation per mile of road		203	16	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.**TRAIN MILEAGE:**

Miles run by passenger trains	28,955
Miles run by freight trains	24,980
Miles run by mixed trains	18,670
Total mileage trains earning revenue	72,605
Miles run by construction and other trains	1,827
Grand total train mileage	74,432

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased:					
Passenger, Freight, Switching -----	3	2	Westinghouse		
CARS—Owned and Leased— IN PASSENGER SERVICE:					
First-class cars -----	2	2	Westinghouse	2	Janney.
Second-class cars -----	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars -----	1	1	Westinghouse	1	Janney.
Total -----	4	4		4	
IN FREIGHT SERVICE:					
Box cars -----	12			6	
Flat cars -----	11			9	
Total -----	23			15	
IN COMPANY'S SERVICE:					
Gravel cars -----	2				
Caboose cars -----	1				
Other road cars -----	3			1	
Total cars in service -----	6			1	
Total cars owned -----	33	4		20	

MILEAGE.**MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs		Iron.	Steel.
Miles of single track	64.26	2.13	66.39	7.13	59.26
Miles of yard track and sidings	3.62	---	3.63	---	---
Total mileage operated (all tracks)	67.89	2.13	70.02	7.13	59.26

MILEAGE—Continued.**MILEAGE OF LINE BY STATES.**

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
North Carolina -----	13.90	.33	14.23	.33	13.90
South Carolina -----	50.36	1.80	52.16	6.80	45.36
Total miles operated (single track) -----	64.17	2.13	66.39	7.13	59.26

RENEWALS OF RAILS AND TIES.**NEW TIES LAID DURING YEAR:**

Pine -----	18,350
Average price at distributing point -----	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching, construction—wood, soft, cords -----	2,132
Total fuel consumed, tons -----	1,066
Miles run -----	70,000
Average pounds consumed per mile -----	30
Average cost at distributing point -----	\$ 1 80

ACCIDENTS TO PERSONS.**TRAINMEN:**

Coupling and uncoupling, injured -----	1
Falling from trains and engines, injured -----	1

OTHER EMPLOYEES:

Other causes, injured -----	1
-----------------------------	---

PASSENGERS:

Collisions, injured -----	1
Derailments, injured -----	3
Total -----	7

CHARACTERISTICS OF ROAD.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Bridges 25 feet and over -----	79
Aggregate length, feet -----	9,443.6
Minimum length, feet -----	25
Maximum length, feet -----	941.6
Trestles under 25 feet -----	29
Aggregate length, feet -----	530
Minimum length, feet -----	8
Maximum length, feet -----	23
Overhead highway crossings, bridges—number -----	1
Height above surface of rail, feet -----	16
Gauge of track, four feet nine inches; 64.26 miles.	

NORFOLK AND CAROLINA RAILROAD COMPANY.

HISTORY.

The Western Branch Railway Company was chartered by the General Assembly of Virginia February 19, 1886, and the Chowan and Southern Railroad Company was chartered in North Carolina March 7, 1887, and January 21, 1889, and in Virginia May 5, 1887, and January 27, 1888. The Chowan and Southern Railroad Company, under the acts of January 27, 1888, of Virginia, purchased the entire property and franchise of the Western Branch Railway Company, and took possession of same July 1, 1888. The main line of the road was completed in the latter part of 1889; road opened April 1, 1890. On February 14, 1889, the name was changed to the Norfolk and Carolina Railroad Company. This company was chartered for the purpose of constructing a railway between Tunis Landing on the Chowan river through the counties of Hertford and Bertie, to some point on the Roanoke river in the county of Bertie, with the privilege of extending its line on the south or west of Roanoke river to any point on the Tar or Neuse rivers, and northwardly to the county of Gates to any point on the Virginia State line.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Wilmington, N. C.
Vice-President	H. Walters	Wilmington, N. C.
Secretary and Treasurer	C. G. Elliott	Norfolk, Va.
General Auditor	W. A. Riach	Wilmington, N. C.
Assistant Auditor	Spencer LeGrand	Norfolk, Va.
General Manager	G. M. Serpell	Norfolk, Va.
Superintendent Transportation	J. R. Kenly	Wilmington, N. C.
General Freight and Passenger Agent	T. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

I. Norfolk and Carolina Railroad.	
A. Main Line—from Pinner's Point, Va., to Tarboro, N. C. (miles).....	100.49
B. Big Point Branch—from Bruce, Va., to Big Point and Melville, Va. (miles).....	6.53
Bennett's Pasture Branch—from Driver to Bennett's Pasture, Va. (miles).....	1.55
To Seaboard and Roanoke Railroad—from Armistead, Va., to Seaboard and Roanoke Railroad (miles).....	1.13
Miles of line for each class of roads.....	109.70
66.11 miles in North Carolina.	

CAPITAL STOCK.

Capital stock, common—par value of shares.....	\$ 100 00
Total amount issued and outstanding.....	1,500,000 00
Issued for cash, common—total number of shares issued	550
Issued for construction, common—total number of shares issued	14,450
Total	\$ 15,000
Total cash realized	55,000 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage. Date of issue, April 1, 1889. When due, April 1, 1939.			
Amount of authorized issue.....		\$	1,500,000 00
Amount issued.....			1,320,000 00
Amount outstanding.....			1,320,000 00
Cash realized on amount issued.....			55,000 00
Rate of interest, 5 per cent. When payable: April and October.			
Amount of interest accrued during year.....			66,000 00
Amount of interest paid during year.....			66,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued.....	\$	1,320,000 00
Amount outstanding.....		1,320,000 00
Interest accrued during year.....		66,000 00
Interest paid during year.....		66,000 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Cash	\$	15,801 19
Due from agents.....		5,588 92
Net traffic balances due from other companies.....		13,487 82
Due from solvent companies and individuals		488 47
Cash deposited to pay coupons.....		9,725 00
Total cash and current assets	\$	45,091 40
Balance—current liabilities.....		111,520 08
	\$	156,611 48
Materials and supplies on hand.....	\$	2,749 92

LIABILITIES.

Receiver's certificates—payable and interest on same	\$	109,782 40
Audited vouchers and accounts.....		26,181 69
Wages and salaries.....		10,922 39
Matured interest coupons unpaid (including coupons due July 1)		9,725 00
Total—current liabilities.....	\$	156,611 48
	\$	156,611 48

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock	\$ 1,500,000 00	109.70	\$ 13,673 66
Bonds	1,320,000 00	109.70	12,032 82
Current Liabilities	156,611 48	109.70	1,427 63
Total	\$ 2,976,611 48	109.70	\$27,134 11

RECAPITULATION—Continued.**FOR MILES OPERATED.**

Norfolk and Carolina—capital stock.....	\$ 1,500,000 00
Funded debt.....	1,320,000 00
Current liabilities.....	156,611 48
Total.....	\$ 2,976,611 48
Amount per mile of line (109.70 miles).....	27,134 11

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**CONSTRUCTION:**

Right-of-way—not included in operating expenses.....	\$ 535 35
Other real estate.....	710 29
Grading and bridge and culvert masonry.....	2,611 45
Ties.....	334 06
Other superstructure.....	478 45
Buildings, Furniture and Fixtures.....	1,451 61
Engineering expenses.....	219 40
Sidings and yard extensions.....	1,577 73
Terminal facilities and elevators.....	828 57
Other items, track laying.....	456 12
Total construction.....	\$ 9,203 03

EQUIPMENT:

Freight cars—not included in operating expenses.....	\$ 9,570 69
Floating equipment.....	282 50
Total equipment.....	\$ 9,853 19
Total cost construction and equipment, etc., to June 30, 1893.....	2,917,638 21
Total cost construction and equipment, etc., to June 30, 1894.....	2,936,694 43
Total cost per mile.....	26,770 23

INCOME ACCOUNT—Entire Line.

Gross earnings from operation.....	\$ 357,801 97	
Less operating expenses.....	279,062 20	
Income from operation.....		\$ 78,739 77
Miscellaneous income—less expenses.....		1,029 00
Total income.....		\$ 79,768 77
DEDUCTIONS FROM INCOME:		
Interest on funded debt, accrued.....	\$ 66,000 00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for.....	5,881 20	
Taxes.....	10,617 46	
Total deductions from income.....		82,498 66
Deficit.....		\$ 2,729 89
Deficit from operations of year ending June 30, 1894.....		\$ 2,729 89
Surplus on June 30, 1893 [From "General Balance Sheet," 1893 Report].....		11,354 51
		\$ 8,624 62
Deductions for year.....		700 35
Surplus on June 30, 1894 [For entry on "General Balance Sheet"].....		\$ 7,924 27

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue -----	\$ 59,486 38		
Less repayments:			
Tickets redeemed -----		\$ 57 89	
Excess fares refunded -----		3 60	
Other repayments -----		18 80	
Total deductions -----		\$ 80 29	
Total passenger revenue -----			\$ 59,406 09
Mail -----			6,480 96
Express -----			2,875 13
Extra baggage and storage -----			426 51
Receipts from parlor, dining and sleeping cars.---			75 00
Total passenger earnings -----			\$ 69,263 69
FREIGHT:			
Freight revenue -----	\$ 286,098 70		
Total deductions -----		\$ 1,187 60	
Total freight revenue -----			\$ 284,911 10
Other items -----			3,011 17
Total freight earnings -----			\$ 287,922 27
Total passenger and freight earnings -----			\$ 357,185 96
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance -----			409 87
Telegraph companies -----			206 14
Total other earnings -----			\$ 616 01
Total gross earnings from operation -----			\$ 357,801 97

MISCELLANEOUS INCOME.

Rent of wharf and warehouse—gross and net miscellaneous income -----	\$ 900 00
Rent of houses—gross and net miscellaneous income -----	96 50
Rent of rail—gross and net miscellaneous income -----	20 00
Sale of material, etc.—gross and net miscellaneous income -----	12 50
Total -----	\$ 1,029 00

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 36,342 19
Renewals of ties.....	10,203 76
Repairs of bridges and culverts.....	9,394 43
Repairs of fences, road crossings, signs and cattle guards.....	1,093 61
Repairs of buildings.....	3,798 46
Repairs of docks and wharves.....	800 71
Total.....	\$ 61,633 16

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives.....	\$ 17,862 88
Repairs and renewals of passenger cars.....	3,900 22
Repairs and renewals of freight cars.....	11,993 34
Repairs and renewals of ferryboats, tugs, floats and barges.....	3,770 71
Shop machinery, tools, etc.....	348 38
Total.....	\$ 37,875 53

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen.....	\$ 19,510 82
Fuel for locomotives.....	24,527 81
Water-supply for locomotives.....	2,921 88
All other supplies for locomotives.....	1,629 29
Wages of other trainmen.....	12,610 66
All other train supplies.....	3,418 46
Wages of switchmen, flagmen, and watchmen.....	3,099 38
Expense of telegraph, including train dispatchers and operators.....	6,887 71
Wages of station agents, clerks and laborers.....	44,875 42
Station supplies.....	2,143 45
Switching charges—balance.....	3,869 61
Loss and damage.....	5,796 12
Injuries to persons.....	2,411 73
Barges, floats, tugs, ferryboats, expenses of, includ'g wages, fuel and supplies,.....	13,160 73
Other expenses.....	48 00
Total.....	\$ 146,911 07

GENERAL EXPENSES:

Salaries of officers.....	\$ 9,274 74
Salaries of clerks.....	7,460 00
General office expenses and supplies.....	1,555 64
Agencies, including salaries and rent.....	4,008 28
Advertising.....	755 60
Insurance.....	4,070 10
Expense of traffic associations.....	47 94
Rents not otherwise provided for.....	170 91
Legal expenses.....	1,585 51
Stationery and printing.....	3,645 35
Other general expenses.....	68 37
Total.....	\$ 32,642 44

RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 61,633 16
Maintenance of equipment.....	37,875 53
Conducting transportation.....	146,911 07
General expenses.....	32,642 44
Grand total.....	\$ 279,062 20

Percentage of expenses to earnings—entire line, 78.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.	
			Increase.	Decrease.
Total.		Total.		
\$ 2,441,074 09	Cost of road.....	\$ 2,450,277 12	\$ 9,203 03	
476,564 12	Cost of equipment.....	486,417 31	9,853 19	
59,826 48	Cash and current assets.....	45,091 40		\$ 14,735 08
	Other Assets—Material and supplies.....	2,749 92	2,749 92	
\$ 2,977,464 69	Grand total.....	\$ 2,984,535 75	\$ 7,071 06	
	LIABILITIES.			
\$ 1,500,000 00	Capital stock.....	\$ 1,500,000 00		
1,320,000 00	Funded debt.....	1,320,000 00		
146,110 18	Current liabilities.....	156,611 48	\$ 10,501 30	
11,354 51	Profit and loss.....	7,924 27		3,480 24
\$ 2,977,464 69	Grand total.....	\$ 2,984,535 75	\$ 7,071 06	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage.

What road mortgaged—From Pinner's Point to Tarboro and Branches, 109.70 miles.

Amount of mortgage per mile of line..... \$ 12,032 82

What equipment mortgaged—Entire.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers	8	2,426	\$ 9,274 74	\$ 5 15
Other officers	4	1,304	5,940 00	4 56
General office clerks	12	3,756	7,460 00	1 99
Other employees:				
Station agents	13	4,604	8,929 50	1 94
Other station men	140	33,435	36,152 67	1 08
Enginemen	16	4,577	16,436 12	3 59
Firemen	16	4,577	4,808 78	1 05
Conductors	12	3,304	8,061 73	2 44
Other trainmen	25	7,346	7,498 42	1 02
Machinists	1	340	917 52	2 70
Carpenters	8	1,571	2,824 36	1 80
Other shopmen	15	4,402	5,196 67	1 18
Section foremen	17	4,887	7,802 08	1 60
Other trackmen	134	33,707	25,137 68	75
Switchmen, flagmen and watchmen	16	4,784	4,671 32	98
Telegraph operators and dispatchers	6	1,926	2,635 20	1 37
Employees—account floating equipment	20	5,607	8,949 62	1 60
All other employees and laborers	2	339	310 00	91
Total (including "General Officers")	465	122,892	\$ 163,006 41	\$ 1 33
Less "General Officers"	8	2,426	9,274 74	5 15
Total (excluding "General Officers")	457	120,466	\$ 153,731 67	\$ 1 28
DISTRIBUTION OF ABOVE:				
General administration	23	7,121	\$ 18,174 74	\$ 2 80
Maintenance of way and structures	172	43,542	40,608 00	93
Maintenance of equipment	18	5,115	7,673 97	1 50
Conducting transportation	252	67,114	96,549 70	1 44
Total (including "General Officers")	465	122,892	\$ 163,006 41	\$ 1 33
Less "General Officers"	8	2,426	9,274 74	5 15
Total (excluding "General Officers")	457	120,466	\$ 153,731 67	\$ 1 28

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	69,828			
Number of passengers carried one mile.....	2,147,261			
Number of passengers carried one mile per mile of road	19,574			
Average distance carried.....	30.75			
Total passenger revenue.....		59,406	09	
Average amount received from each passenger.....			85	075
Average receipts per passenger per mile.....			02	767
Total passenger earnings.....		69,263	69	
Passenger earnings per mile of road.....		631	39	189
Passenger earnings per train mile.....			50	705
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	279,693			
Number of tons carried one mile.....	20,616,245			
Number of tons carried one mile per mile of road.....	18,793,295			
Average distance haul of one ton.....	73.71			
Total freight revenue.....		284,911	10	
Average amount received for each ton of freight.....		1	01	866
Average receipts per ton per mile.....			01	382
Total freight earnings.....		287,922	27	
Freight earnings per mile of road.....		2,624	63	327
Freight earnings per train mile.....		1	77	542
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		344,317	19	
Passenger and freight revenue per mile of road.....		3,138	71	641
Passenger and freight earnings.....		357,185	96	
Passenger and freight earnings per mile of road.....		3,256	02	516
Gross earnings from operation.....		357,801	97	
Gross earnings from operation per mile of road.....		3,261	64	057
Gross earnings from operation per train mile.....		1	19	758
Operating expenses.....		279,062	20	
Operating expenses per mile of road.....		2,543	86	691
Operating expenses per train mile.....			93	403
Income from operation.....		78,739	77	
Income from operation per mile of road.....		717	77	366

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.**TRAIN MILEAGE:**

Miles run by passenger trains.....	136,600
Miles run by freight trains.....	162,171
Total mileage trains earning revenue.....	298,771
Miles run by switching trains.....	17,070
Miles run by construction and other trains.....	16,614
Grand total train mileage.....	332,455

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:						
Passenger		3	3	Westinghouse	3	Janney.
Freight		12	10	Westinghouse	10	Janney.
Switching		1	1	Westinghouse		
Total locomotives		16	14	Westinghouse	13	Janney.
CARS—Owned and leased— IN PASSENGER SERVICE:						
First-class cars		4	4	Westinghouse	4	Janney.
Combination cars		1	1	Westinghouse	1	Janney.
Combination baggage, express and postal cars		2	2	Westinghouse	2	Janney.
Total		7	7	Westinghouse	7	Janney.
IN FREIGHT SERVICE:						
Box cars		181	104	Westinghouse	175	Janney.
Flat cars		112	2	Westinghouse	102	Janney.
Other cars in freight service, log	43	226				
Total	43	519	106	Westinghouse	277	Janney.
IN COMPANY'S SERVICE:						
Gravel cars		13			11	
Derrick cars		1				
Caboose cars	1	8			7	Janney.
Other road cars, box and shanty		10				
Total cars in service	44	558			302	Janney.
Total cars owned	44	558			302	Janney.

MILEAGE.**MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	New Line Constructed During Year.	RAILS.
	Main Line	Branches and Spurs			Steel.
Miles of single track	100.49	9.21	109.70	-----	
Miles of yard track and sidings	12.91	-----	12.91	34	
Total mileage operated (all tracks) ..	113.40	9.21	122.61	34	122.61

MILEAGE OF LINE BY STATES.

North Carolina—Line represented by capital stock, main line	66.11
Virginia—Line represented by capital stock, main line	34.38
Branches and spurs—Virginia	9.21
Total mileage owned (single track)	109.70
Rails—steel	109.70

RENEWALS OF TIES.**NEW TIES LAID DURING YEAR:**

Pine and oak—number	28,488
Average price at distributing point	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES..	Coal— Bitumin- ous. Tons.	Wood— Soft. Cords.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	3,432	92	3,478	136,600	51
Freight	6,782	178	6,871	162,171	85
Switching	903	10	908	17,070	106
Construction	485	20	495	16,614	60
Total	11,602	300	11,752	332,455	71
Average cost at distributing point	\$ 2 53	\$ 1 60			

ACCIDENTS TO PERSONS.**TRAINMEN:**

Derailments, killed	1
Other train accidents, injured	1

CHARACTERISTICS OF ROAD—Entire Line.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			Profile.
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Pinner's Point to Tarboro	100.49	22	7.07	93.42	39.59
Armistead to S. and R. R. R.	1.13	2	.42	.71	.39
Bruce to Pig Point and Belleville	6.53	10	1.66	4.87	1.91
Driver to Bennett's Pasture	1.55	1	.32	1.23	.51
Total	109.70	35	9.47	100.23	42.40

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents Feet.	Aggregate Length of Descend'g Grades. Miles.
Pinner's Point to Tarboro	64	494.16	32.12	64	426.56	28.78
Armistead to S. and R. R. R.	2	4	.74			
Bruce to Pig Point and Belleville ...	9	24.2	2.77	7	19.05	1.85
Driver to Bennett's Pasture	2	6	40	2	5.2	.64
Total	77	528.36	36.03	73	450.81	31.27

BRIDGES, TRESTLES, TUNNELS, Etc.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron	7	1,313	-----	50	-----	455	
Total	7	1,313	0				
TRESTLES	67	15,295	7	8	-----	3,033	6

Overhead highway crossing, 1. Height above surface of rail, 20 feet 5 inches.
 Gauge of track, 4 feet 9 inches; 109.70 miles.

PETERSBURG RAILROAD COMPANY.

HISTORY.

The Petersburg Railroad Company was organized 1830, under laws of Virginia and North Carolina.

Original charter granted by Act of the General Assembly of the State of Virginia, passed February 10, 1830, and by the General Assembly of the State of North Carolina at its session of 1830. Amendatory Acts were passed by the Legislature of Virginia as follows: 1830, 1831, 1832, 1833, 1834, 1836, 1840 and 1843.

The charter expired by limitation in 1891. A renewal of the same was granted by the Legislature for two years, by Act ratified the 9th day of March, 1891. The Legislature refused to renew for a longer period than two years, because the Wilmington and Weldon Railroad Company claimed exemption from taxation, not only for its main line, but for its branch roads as well, and had, in the meantime, become the owner by lease of the Petersburg Road. Charter renewed by Act of Legislature, March 1, 1893.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Elliott.....	Wilmington, N. C.
First Vice-President.....	H. Walters.....	Wilmington, N. C.
Secretary-Treasurer.....	W. R. Jones.....	Richmond, Va.
General Solicitor and Attorney, or General Counsel.....	Alexander Hamilton.....	Petersburg, Va.
General Auditor.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	R. A. Williams.....	Richmond, Va.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	E. T. D. Myers.....	Richmond, Va.
Superintendent.....	R. M. Sully.....	Richmond, Va.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
Assist. Gen. Freight and Pass. Agent.....	H. M. Emerson.....	Wilmington, N. C.

PROPERTY OPERATED.

Petersburg Railroad Company—from Petersburg, Va., to Garysburg, N. C. (miles).....	58.98
Seaboard and Roanoke Railroad Co.—from Garysburg, N. C., to Weldon, N. C. (miles).....	2.00
Total.....	60.98
6.98 Miles in North Carolina.	

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Auth'riz'd	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—common	10,000	100	\$ 1,000,000 00	\$ 960,800 00	5	\$ 52,844 00
Preferred	3,235	100	323,500 00	323,500 00	5	17,792 50
Total	13,235		\$ 1,323,500 00	\$ 1,284,300 00		\$ 70,636 50

MANNER OF PAYMENT FOR CAPITAL STOCK.				Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash—common				9,608	\$ 960,800 00
Preferred				3,235	323,500 00
Total				12,843	\$ 1,284,300 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Real- ized on Amount Issued.
	Date of Issue.	When Due.				
Coupon and Registered Bonds—First Mortgage	1881	1898	-----	\$ 500,000 00	\$ 100,000 00	
Class A	1881	1926	\$ 1,000,000 00	693,000 00	693,000 00	\$ 693,000 00
Class B	1881	1926	1,000,000 00	800,000 00	800,000 00	800,000 00
Total Mortgage Bonds.			\$ 2,000,000 00	\$ 1,993,000 00	\$ 1,593,000 00	\$ 1,493,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year
Coupon and Registered Bonds—first Mortgage.	8	Jan. and July	\$ 8,960 00	
Class A	5	Jan. and July	34,650 00	\$ 91,610 00
Class B	6	April and Oct.	48,000 00	
Total Mortgage Bonds			\$ 91,610 00	\$ 91,610 00

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds—total amount issued.....	\$ 1,993,000 00
Total amount outstanding.....	1,593,000 00
Total amount interest accrued during year.....	91,610 00
Total amount interest paid during year.....	91,610 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Cash	\$ 24,448 37
Due from agents.....	2,358 88
Net traffic balances due from other companies	69,871 42
Due from solvent companies and individuals.....	30,804 96
Other cash assets.....	754 00
Total—cash and current assets.....	\$ 128,237 63

LIABILITIES.

Audited vouchers and accounts	\$ 45,292 58
Wages and salaries	10,501 79
Dividends not called for.....	37,021 50
Matured interest coupons unpaid (including coupons due July 1)	24,890 00
Miscellaneous.....	2,951 74
Total current liabilities	\$ 120,657 51
Balance—cash assets.....	7,580 02
Total	\$ 128,237 63

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	APPORTION- MENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital stock.....	\$ 1,284,300 00	\$ 1,284,300 00	59	\$ 21,767 79
Bonds	1,593,000 00	1,593,000 00	59	27,000 00
Total.....	\$ 2,877,300 00	\$ 2,877,300 00	59	\$ 48,767 79

FOR MILEAGE OPERATED.

Name of road—Petersburg Railroad, capital stock	\$ 1,284,300 00
Funded debt.....	1,593,000 00
Total	\$ 2,877,300 00
Amount per mile of line, miles 59.....	84,767 79

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost construction, equipment, etc., to June 30, 1893.....	\$ 3,083,890 80
Total cost construction, equipment, etc., to June 30, 1894	3,083,890 80
Total cost construction, equipment, etc., per mile	52,269 30

INCOME ACCOUNT—Entire Line.

Gross earnings from operation	\$ 503,364 03	
Less operating expenses	338,688 05	
Income from operation		\$ 164,675 98
Dividends on stocks owned	\$ 4,567 50	
Miscellaneous income	3,123 85	
Income from other sources		7,692 85
Total income		\$ 172,368 83
DEDUCTIONS FROM INCOME :		
Interest on funded debt accrued	\$ 91,610 00	
Taxes	16,329 06	
Total deductions from income		107,939 06
Net income		\$ 64,429 77
Dividends, 5½ per cent., common stock	\$ 52,844 00	
Dividends, 5½ per cent., preferred stock	17,792 50	
Total		\$ 70,636 50
Deficit from operations of year ending June 30, 1894		\$ 6,206 73
Surplus on June 30, 1893 [from "General Balance Sheet," 1893 Report]		291,263 43
Surplus on June 30, 1894 [for entry on "General Balance Sheet"]		\$ 285,056 70

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue.....	\$ 123,208 86		
Total deductions.....		\$ 353 85	
Total passenger revenue.....			\$ 122,855 01
Mail.....			30,245 70
Express.....			15,994 45
Extra baggage and storage.....			937 60
Total passenger earnings.....			\$ 170,032 76
FREIGHT:			
Freight revenue.....	\$ 341,747 64		
Total deductions.....		\$ 9,158 93	
Total freight revenue.....			\$ 332,588 71
Total freight earnings.....			\$ 332,588 71
Total passenger and freight earnings.....			\$ 502,621 47
OTHER EARNINGS FROM OPERATION:			
Telegraph companies.....	\$ 442 56		
Other sources.....	300 00		
Total other earnings.....			\$ 742 56
Total gross earnings from operation—entire line.....			\$ 503,364 03

STOCKS OWNED.

Atlantic Coast Line sleeping cars—total par value.....	\$ 26,100 00
Income or dividend received.....	4,567 50

MISCELLANEOUS INCOME.

Interest, etc.....	3,125 35
--------------------	----------

OPERATING EXPENSES—Entire Line.

Maintenance of way and structures.....	\$ 87,527 76
Maintenance of equipment.....	43,024 44
Conducting transportation.....	155,518 90
General expenses.....	52,616 95
Grand total.....	\$ 338,688 05
Percentage of expenses to earnings—entire line, 67.4.	

RENTALS PAID.**FOR TRACKS, YARDS, AND TERMINALS.**

Tracks and bridge—From Garysburg, N. C., to Weldon, N. C.; owned by Seaboard and Roanoke Railroad, \$5,250. Terminals—From Weldon, N. C. to Wilmington and Weldon Railroad, \$800.87. Total, \$6,050.87.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.
Total.	ASSETS.	Total.
\$ 3,083,890 80	{ Cost of road ----- }	\$ 3,083,890 80
26,100 00	{ Cost of equipment ----- }	
2,947 00	Stocks owned -----	26,100 00
203,122 12	Other permanent investments -----	44,785 88
3,753 96	Cash and current assets -----	128,237 63
	Materials and supplies -----	
\$ 3,319,813 88	Grand total -----	\$ 3,283,014 31
	LIABILITIES.	
\$ 1,284,300 00	Capital stock -----	\$ 1,284,300 00
1,618,000 00	Funded debt -----	1,593,000 00
126,250 45	Current liabilities -----	120,657 61
291,263 43	Profit and loss -----	285,056 70
\$ 3,319,813 88	Grand total -----	\$ 3,283,014 31

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—Registered first mortgage bonds, Classes A and B. What road mortgaged—From Pittsburg to Garysburg, 59 miles. Amount of mortgage per mile, \$27,000. What equipment mortgaged—Railroad properties. What income and securities mortgaged—Revenues and franchises.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers.....	11	-----	\$ 9,414 72	
General office clerks	14	-----	5,015 42	
Other employees:				
Station agents.....	9	3,285	4,890 00	\$ 1 50
Other station men.....	9	3,190	5,579 50	1 75
Enginemen	11	3,864	15,684 82	4 06
Firemen	13	4,366	4,322 63	99
Conductors	8	2,855	7,336 25	2 57
Other trainmen.....	26	9,361	8,612 11	92
Machinists.....	5	1,900	5,241 70	2 75
Carpenters	6	2,218	4,732 12	2 14
Other shopmen.....	7	2,434	4,315 47	1 78
Section foremen	8	2,920	3,960 00	1 70
Other trackmen.....	8	2,225	3,985 16	1 79
Switchmen, flagmen and watchmen.....	26	9,515	8,563 60	90
Telegraph operators and dispatchers.....	15	5,429	9,229 46	1 70
All other employees and laborers.....	115	41,753	36,205 31	87
Total (including "General Officers," N. C.)...	291	95,315	\$ 137,088 27	
Less "General Officers".....	11	-----	9,414 72	
Total (excluding "General Officers," N. C.)...	280	95,315	\$ 127,673 55	
DISTRIBUTION OF ABOVE:				
General administration.....	25	-----	\$ 14,430 14	
Maintenance of way and structures.....	80	28,262	26,438 37	
Maintenance of equipment.....	31	11,412	19,878 79	
Conducting transportation.....	155	55,641	76,340 97	
Total (including "General Officers," N. C.)...	291	95,315	\$ 137,088 27	
Less "General Officers".....	11	-----	9,414 72	
Total (excluding "General Officers," N. C.)...	280	95,315	\$ 127,673 55	
Total (including "Gen'l Officers," Entire Line	291	95,315	137,088 27	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	87,847			
Number of passengers carried one mile.....	4,569,328			
Number of passengers carried one mile per mile of road	74,907			
Average distance carried.....	52.01			
Total passenger revenue.....		122,855	01	
Average amount received from each passenger.....		1	39	851
Average receipts per passenger per mile.....			2	689
Total passenger earnings.....		170,032	76	
Passenger earnings per mile of road.....		2,787	42	229
Passenger earnings per train mile.....		1	14	316
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	438,041			
Number of tons carried one mile.....	24,393,305			
Number of tons carried one mile per mile of road.....	399,890			
Average distance haul of one ton.....	55.69			
Total freight revenue.....		332,588	71	
Average amount received for each ton of freight.....			75	926
Average receipts per ton per mile.....			1	363
Total freight earnings.....		332,588	71	
Freight earnings per mile of road.....		5,452	27	394
Freight earnings per train mile		1	29	033
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		455,443	72	
Passenger and freight revenue per mile of road.....		7,466	29	05
Passenger and freight earnings.....		502,621	47	
Passenger and freight earnings per mile of road.....		8,239	69	623
Gross earnings from operation		503,364	03	
Gross earnings from operation per mile of road.....		8,251	86	934
Gross earnings from operation per train mile.....		1	53	
Operating expenses.....		338,688	05	
Operating expenses per mile of road.....		5,552	26	311
Operating expenses per train mile		1	02	946
Income from operation.....		164,675	98	
Income from operation per mile of road		2,699	60	623

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line—Continued.**TRAIN MILEAGE:**

Miles run by passenger trains.....	148,740
Miles run by freight trains.....	180,255
Total mileage trains earning revenue.....	328,995
Miles run by switching trains.....	42,240
Miles run by construction and other trains.....	16,654
Grand total train mileage.....	387,889

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES:					
Passenger.....	4	4	Westinghouse	4	Janney.
Freight	7	7	Westinghouse	7	Janney.
Switching	4	4	Westinghouse	4	Janney.
Total locomotives in service	15	15	Westinghouse	15	Janney.
CARS—Owned and Leased— IN PASSENGER SERVICE:					
First-class cars	2	2	Westinghouse	2	Janney.
Second-class cars	2	2	Westinghouse	2	Janney.
Baggage, express, and postal cars.....	3	3	Westinghouse	3	Janney.
Total	7	7	Westinghouse	7	Janney.
IN FREIGHT SERVICE:					
Box cars	204	138 } 66 }	Westinghouse Hand.	203 } 1 }	Janney. Hand.
Flat cars.....	83	80 } 3 }	Hand. Westinghouse	33 } 50 }	Hand. Janney.
Stock cars	4	4	Westinghouse	4	Janney.
Total	291	291		291	
IN COMPANY'S SERVICE:					
Caboose cars.....	8	1 } 7 }	Westinghouse Hand.	4 } 4 }	Janney. Hand.
Other road cars.....	6	6	Hand.	4 } 2 }	Hand. Janney.
Total cars in service	312	312			
Cars contributed to fast freight line service	88				

MILEAGE.**MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operat'd Under Lease.	Total Mileage Operated.	New Line Constructed During Year.	RAILS
	Main Line	Branches and Spurs				Steel.
Miles of single track -----	58.989	-----	2	60.989	-----	58.989
Miles of yard track and sidings -----	8.89	-----	-----	3.89	1.41	8.89
Total mileage operated (all tracks)-----	67.879	-----	2	69.879	1.41	67.879

MILEAGE OF LINE BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS.
	Main Line	Branches and Spurs.			Steel.
Virginia -----	52	-----	-----	52	52
North Carolina -----	6.989	-----	2	8.989	6.989
Total miles operated (single track)-----	58.989	-----	2	60.989	58.989

RENEWALS OF RAILS AND TIES.**NEW TIES LAID DURING YEAR:**

White oak—number-----	20,650
Average price at distributing point-----	\$6 35-100

NEW RAILS LAID DURING YEAR:

Steel, tons-----	2,595.83
Weight per yard-----	70
Average price per ton at distributing point-----	\$ 24 62
Steel, tons-----	89.80
Weight per yard-----	56
Average price per ton at distributing point-----	\$ 23 00
Total steel, tons-----	2,385.63

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger -----	5,109.33	149,197	76.71
Freight -----	8,878.72	180,246	110.34
Switching -----	1,157.26	42,240	61.37
Construction -----	640.17	17,541	81.75
Total -----	15,785.48	389,224	

CHARACTERISTICS OF ROAD—Entire Line.

From Petersburg to Garysburg (miles) -----	58.989
Alignment—Number of curves -----	42
Aggregate length of curved line (miles) -----	17.275
Length of straight line (miles) -----	41.714
Length of level line (miles) -----	51.47
Profile—Ascending grades, number -----	78
Sum of ascents (feet) -----	489.50
Aggregate length of ascending grades (miles) -----	24.981
Profile—Descending grades, number -----	63
Sum of descents (feet) -----	352.88
Aggregate length of descending grades (miles) -----	288.61

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron -----	7	769	6	30		315	6
Wooden -----	1	80		80		80	
Total -----	8	849	6				
TRESTLES -----	4	539		65		130	

Overhead highway crossing, 1. Height above surface of rail, 18 feet.

Gauge of track, 4 feet 9 inches; 52 miles in Virginia, and 6.989 miles in North Carolina.

WILMINGTON, CHADBOURN AND CONWAY RAILROAD COMPANY.

HISTORY.

The Wilmington, Chadbourn and Conway Railroad Company was organized January 31, 1883, under the laws of the States of North Carolina and South Carolina. Consolidated with the Wilmington, Chadbourn and Conway Railroad Company of South Carolina, April 27, 1887. No limitation as to duration of charter.

The purpose of this company was to construct a road from Chadbourn in the county of Columbus to the dividing line between the States of North Carolina and South Carolina running mainly in the direction of Conwayboro in South Carolina.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. G. Elliott	Hub, N. C.
Vice-President	H. U. Butters	Wilmington, N. C.
Secretary and Treasurer	James F. Post, Jr.	Wilmington, N. C.
Auditor General	W. A. Riach	Wilmington, N. C.
General Manager	John R. Kenly	Wilmington, N. C.
General Superintendent	John F. Divine	Wilmington, N. C.
Superintendent of Telegraph	Ed. Borden	Wilmington, N. C.
Traffic Manager	T. M. Emerson	Wilmington, N. C.
Ass't Gen. Freight and Passenger Agt	H. M. Emerson	Wilmington, N. C.

PROPERTY OPERATED.

Wilmington, Chadbourn and Conway—from Hub, N. C., to Conway, S. C., 50.88 miles. 25.88 miles in North Carolina.

CAPITAL STOCK.

Capital stock—number of shares authorized	2,562
Par value of shares	\$ 25 00
Total par value authorized	164,050 00
Total amount issued and outstanding	164,050 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage 30-year bonds. Date of issue, 1890. When due, 1920.	
Amount of authorized issue	\$ 212,000 00
Amount issued	212,000 00
Amount outstanding	212,000 00
Rate of interest, 6 per cent. Payable: January and July.	
Amount of interest accrued during year	12,720 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	\$ 212,000 00
Amount outstanding	212,000 00
Interest accrued during year	12,720 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Due from agents	\$ 556 81
Due from solvent companies and individuals	611 40
Total cash and current assets	\$ 1,168 21
Balance—current liabilities	56,368 20
Total	\$ 57,536 41

LIABILITIES.

Loans and bills payable	\$ 27,708 88
Wages and salaries	867 31
Matured interest coupons unpaid (including coupons due July 1)	23,160 00
Miscellaneous	5,800 22
Total	\$ 57,536 41

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Milés.	Amount.
Capital Stock	\$ 164,050 00	50.88	\$ 3,224 25
Bonds	212,000 00	-----	4,166 66
Current Liabilities	57,536 41	-----	1,130 82
Total	\$ 433,586 41	50.88	\$ 8,521 73

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost construction to June 30, 1894	\$ 375,226 24
Total cost equipment to June 30, 1894	25,206 98
Grand total cost construction, equipment, etc., to June 30, 1894	\$ 400,433 22
Total cost construction per mile	7,374 73
Total cost equipment per mile	495 42
Grand total cost construction, equipment, per mile	\$ 7,870 15

INCOME ACCOUNT—Entire Line.

Gross earnings from operation.....	\$ 24,267 84	
Less operating expenses.....	23,635 69	
Income from operation.....		\$ 632 15
Total income.....		\$ 632 15
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 12,720 00	
Interest on interest-bearing current liabilities accrued not otherwise provided for.....	1,794 91	
Taxes.....	1,921 07	
Total deductions from income.....	\$ 16,435 90	
Deficit.....		15,803 83
Deficit from operations of year ending June 30, 1894.....		\$ 12,789 03
Deficit on June 30, 1894, [For entry on "General Balance Sheet"].....		\$ 28,502 86

EARNINGS FROM OPERATIONS—Entire Line.

ITEM.	Total Receipts.	Actual Earnings.
Total passenger revenue.....		\$ 3,327 94
Mail.....	\$ 2,213 40	
Express.....	188 83	
Extra baggage and storage.....	39 84	
Other items.....		2,437 07
Total passenger earnings.....		\$ 5,765 01
Total freight revenue.....		18,502 83
Total freight earnings.....		18,502 83
Total passenger and freight earnings.....		24,267 84
Total gross earnings from operation—entire line....		24,267 84

OPERATING EXPENSES—Entire Line.

RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 10,750 86
Maintenance of equipment.....	2,674 73
Conducting transportation.....	7,385 24
General expenses.....	2,824 86
Grand total.....	\$ 23,635 69

Percentage of expenses to earnings, entire line, 97.4.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.		Total.	Increase.
\$ 375,226 24	Cost of road.....	\$ 375,226 24	
25,206 98	Cost of equipment.....	25,206 98	
3,392 12	Lands owned, and property.....	3,392 12	
	Cash and current assets.....	1,168 21	\$ 1,168 21
12,789 03	Other Assets—Profit and loss.....	28,592 86	15,803 83
\$ 416,614 37	Grand total.....	\$ 433,586 41	\$ 16,972 04
LIABILITIES.			
\$ 164,050	Capital stock.....	\$ 164,050 00	
212,000 00	Funded debt.....	212,000 00	
40,564 37	Current liabilities.....	57,536 41	\$ 16,972 04
\$ 416,614 37	Grand total.....	\$ 433,586 41	\$ 16,972 04

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage.

What road mortgaged—From Conway to Hub, 50.88 miles.

Amount of mortgage per mile of line..... \$ 4,166 66

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers -----	15	\$ 1,095 17	
General office clerks -----	45	785 49	
Other employees :			
Station agents -----	6	2,040 00	\$ 90
Enginemen -----	1	1,140 00	3 16
Firemen -----	1	312 00	1 00
Conductors -----	3	600 00	1 66
Carpenters -----	1	468 00	1 50
Section foremen -----	5	1,860 00	1 30
Other trackmen -----	15	2,568 00	54
Switchmen, flagmen and watchmen -----	2	249 60	48
All other employees and laborers -----	1	150 00	21
Total (including "General Officers")—N. C. -----	93	\$ 11,268 26	
Less "General Officers" -----	15	1,095 17	
Total (excluding "General Officers")—N. C. -----	78	\$ 10,173 09	
DISTRIBUTION OF ABOVE:			
General administration -----	60	\$ 1,880 66	
Maintenance of way and structures -----	20	4,428 00	
Maintenance of equipment -----	1	468 00	
Conducting transportation -----	12	4,491 60	
Total (including "General Officers")—N. C. -----	93	\$ 11,268 26	
Less "General Officers" -----	15	1,095 17	
Total (excluding "General Officers")—N. C. -----	78	\$ 10,173 09	
Total (including "General Officers")—entire line -----	93	\$ 11,268 26	

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES:					
Passenger, freight and switching	2				
CARS—Owned and Leased— IN PASSENGER SERVICE:					
First-class cars	1	1	Westinghouse	1	Janney
Combination cars	1	1		1	
Baggage, express, and postal cars	1	1		1	
Total	3	3		3	
IN FREIGHT SERVICE:					
Flat cars.....	11			4	Janney
Total	11			4	
IN COMPANY'S SERVICE:					
Total cars in service	1				
Total cars owned	15	3		7	

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs		Iron.	Steel.
Miles of single track	50.88	.39	51.27	30.89	20.38
Miles of yard track and sidings	1.80	----	1.80	----	----
Total mileage operated (all tracks)	52.68	.39	53.07	----	----

MILEAGE OF LINE OPERATED.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
North Carolina	25.88	.39	26.27	13.89	12.38
South Carolina	25.00	----	25.00	17.00	8.00
Total mileage operated (all tracks)	50.88	.39	51.27	30.89	20.38

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Pine—number	9,775
Average price at distributing points.....	15 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger, freight, switching and construction—wood soft, cords	1,400
Average cost at distributing points	\$ 1 25
Total fuel consumed—tons	700
Miles run	35,000
Average pounds consumed per mile	40

ACCIDENT TO PERSONS.

OTHER EMPLOYEES:

Other causes, injured	1
-----------------------------	---

CHARACTERISTICS OF ROAD—Entire Line.

BRIDGES, TRETTLES, TUNNELS, ETC.

Trestles 25 feet and over—number	33
Aggregate length, feet.....	4,547
Minimum length, feet.....	25
Maximum length, feet	874
Trestles under 25 feet—number.....	32
Aggregate length, feet.....	604.50
Minimum length, feet	12
Maximum length, feet	24

Gauge of track, four feet nine inches; 50.88 miles.

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD COMPANY.

HISTORY.

The Wilmington, Columbia and Augusta Railroad Company was organized January, 1847, under the laws of the States of North and South Carolina.

Reorganized March 1, 1870, under the name of the Wilmington and Carolina Railroad Company, which was changed to Wilmington, Columbia and Augusta Railroad Company.

On June 1, 1885, the Wilmington, Columbia and Augusta Railroad was leased to the Wilmington and Weldon Railroad Company for ninety-nine years.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	W. G. Elliott.....	Wilmington, N. C.
Vice-President.....	H. Walters.....	Wilmington, N. C.
Second Vice-President.....	B. F. Newcomer.....	Baltimore, Md.
Secretary-Treasurer.....	James F. Post, Jr.....	Wilmington, N. C.
General Auditor.....	W. A. Riach.....	Wilmington, N. C.
Assistant Auditor.....	John R. Latta.....	Wilmington, N. C.
General Manager.....	J. R. Kenly.....	Wilmington, N. C.
General Superintendent.....	John F. Divine.....	Wilmington, N. C.
Superintendent of Telegraph.....	Ed. Borden.....	Wilmington, N. C.
Traffic Manager.....	T. M. Emerson.....	Wilmington, N. C.
Assist. Gen. Freight and Pass. Agent...	H. M. Emerson.....	Wilmington, N. C.

PROPERTY OPERATED.

Wilmington, Columbia and Augusta Railroad from Wilmington to Augusta, 192 miles.
67.51 miles in North Carolina.

CAPITAL STOCK.

Capital stock, common—number of shares authorized.....	9,600
Par value of shares.....	\$ 100 00
Total par value authorized.....	960,000 00
Rate of interest, 6 per cent.	
Dividends declared during year—amount.....	57,600 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage. Date of issue, 1879; when due, 1910.	
Amount of authorized issue	\$ 1,600,000 00
Amount outstanding	1,600,000 00
Cash realized on amount issued	1,600,000 00
Rate of interest, 6 per cent., payable December and June.	
Amount accrued during year	96,000 00
Amount paid during year	96,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds—total amount issued	\$ 1,600,000 00
Total amount outstanding	1,600,000 00
Total amount interest accrued during year	96,000 00
Total amount interest paid during year	96,000 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Cash	\$ 60,201 77
Due from agents	16,416 22
Net traffic balances due from other companies	4,648 88
Due from solvent companies and individuals	13,314 90
Other cash assets (excluding materials and supplies)	1,252 51
Total—cash and current assets	\$ 95,834 28
Balance—current liabilities	112,702 50
Total	\$ 208,536 78

LIABILITIES.

Loans and bills payable	\$ 112,702 50
Audited vouchers and accounts	22,103 43
Wages and salaries	23,945 85
Dividends not called for	1,035 00
Matured interest coupons unpaid (including coupons due July 1)	48,750 00
Total	\$ 208,536 78

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital stock	\$ 960,000 00	192	\$ 5,000 00
Bonds	1,600,000 00	192	8,333 33
Current liabilities	208,536 78	192	1,086 13
Total	\$ 2,768,536 78	192	\$ 14,419 46

INCOME ACCOUNT—Entire Line.

Gross earnings from operation	\$ 607,525 68	
Less operating expenses	435,643 16	
Income from operation		\$ 171,882 52
Dividend on stocks owned	\$ 400 00	
Interest on bonds owned	18,455 93	
Miscellaneous income	2,795 72	
Income from other sources		21,651 65
Total income		\$ 193,534 17
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 96,000 00	
Rents paid for lease of road	1,364 19	
Taxes	39,493 90	
Total deductions from income		136,858 09
Net income		\$ 56,676 08
Dividends, 6 per cent., common stock	\$ 57,600 00	
Total		57,600 00
Deficit from operations of year ending June 30, 1894		\$ 923 92
Surplus on June 30, 1893 [from "General Balance Sheet," 1893 Report]		130,298 79
Additions for year		\$ 923 92
Surplus on June 30, 1894 [for entry on "General Balance Sheet"]		\$ 130,298 79

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Total passenger revenue.....		\$ 148,710 89
Mail.....	\$ 46,964 50	
Express.....	11,211 70	
Extra baggage and storage.....	2,416 65	
Other items.....		60,592 85
Total passenger earnings.....		\$ 209,303 74
FREIGHT:		
Total freight revenue.....		\$ 378,658 77
Total freight earnings.....		\$ 378,658 77
Total passenger and freight earnings.....		\$ 587,962 51
OTHER EARNINGS FROM OPERATION:		
Car mileage—balance.....	\$ 16,544 76	
Telegraph companies.....	1,419 06	
Other sources.....	1,599 35	
Total other earnings.....		\$ 19,563 17
Total gross earnings from operation.....		\$ 607,525 68

STOCKS OWNED.

NAME.	Total Par Value.	Income or Dividend Received.
A. C. L. Sleeping Car Association.....	\$ 87,300 00	\$ 15,277 50
Wilmington Railway Bridge.....	10,000 00	3,178 43
Chester and Lenoir.....	347 10	
Columbia, Newberry and Laurens Railroad.....	5,001 00	
Total.....	\$ 102,648 10	\$ 18,455 93

BONDS OWNED.

Enterprise Railroad—total par value.....	\$ 8,000 00
Income or interest received.....	400 00

MISCELLANEOUS INCOME.

Current interest.....	\$ 2,535 72
Lease of land.....	260 00
	\$ 2,795 72

OPERATING EXPENSES—Entire Line.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 35,848 49
Renewals of rails.....	12,757 83
Renewals of ties.....	22,159 93
Repairs of bridges and culverts.....	12,345 23
Repairs of fences, road crossings, signs and cattle guards.....	805 23
Repairs of buildings.....	4,607 27
Repairs of docks and wharves.....	993 15
Other expenses.....	25 00
Total.....	\$ 89,542 03

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives.....	\$ 24,078 71
Repairs and renewals of passenger cars.....	19,134 04
Repairs and renewals of freight cars.....	25,101 58
Shop machinery, tools, etc.....	4,706 04
Other expenses.....	10 00
Total.....	\$ 73,030 37

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen.....	\$ 38,411 32
Fuel for locomotives.....	35,397 24
Water-supply for locomotives.....	1,936 15
All other supplies for locomotives.....	4,182 26
Wages of other trainmen.....	19,042 77
All other train supplies.....	8,943 23
Wages of switchmen, flagmen, and watchmen.....	5,819 02
Expense of telegraph, including train dispatchers and operators.....	8,027 24
Wages of station agents, clerks and laborers.....	25,267 65
Station supplies.....	1,950 64
Car mileage—balance.....	6,824 83
Loss and damage.....	8,333 33
Injuries to persons.....	1,037 74
Other expenses.....	1,188 49
Total.....	\$ 166,361 91

GENERAL EXPENSES:

Salaries of officers.....	\$ 12,147 95
Salaries of clerks.....	7,031 62
General office expenses and supplies.....	4,040 28
Agencies, including salaries and rent.....	7,333 98
Advertising.....	1,181 91
Commissions.....	8 30
Insurance.....	2,645 30
Expense of traffic associations.....	1,163 07
Rents for tracks, yards, and terminals.....	62,791 25
Legal expenses.....	2,071 51
Stationery and printing.....	6,166 73
Other general expenses.....	126 95
Total.....	\$ 106,708 85

RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 89,542 03
Maintenance of equipment.....	73,030 37
Conducting transportation.....	166,361 91
General expenses.....	106,708 85
Grand total.....	\$ 435,643 16

Percentage of expenses to earnings—entire line, 71 7-100.

RENTALS PAID.**FOR LEASE OF ROAD.**

Central Railroad—From operating this road under lease \$ 1,364 19

FOR TRACKS, YARDS, AND TERMINALS.

Tracks, yards and terminals; situated at Wilmington; owned by Wilmington and Weldon Railroad, \$62,791.25.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 2,575,064 47	Cost of road.....	\$ 2,575,064 47	
102,648 10	Stocks owned.....	102,648 10	
8,000 00	Bonds owned.....	8,000 00	
4,586 22	Other permanent investments.....	117,288 72	\$ 112,702 50
77,974 96	Cash and current assets.....	95,834 28	17,859 32
\$ 2,768,273 75	Grand total.....	\$ 2,898,835 57	\$ 130,561 82
	LIABILITIES.		
\$ 960,000 00	Capital stock.....	\$ 960,000 00	
1,600,000 00	Funded debt.....	1,600,000 00	
77,974 96	Current liabilities.....	208,536 78	\$ 130,561 82
130,298 79	Profit and loss.....	130,298 79	
\$ 2,768,273 75	Grand total.....	\$ 2,898,835 57	\$ 130,561 82

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage bonds. What road mortgaged—from Wilmington to Columbia, 192 miles. Amount of mortgage per mile of line, \$8,333.33. What equipment mortgaged—all.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers	16	\$ 12,147 95	\$ 2 08
General office clerks.....	47	7,031 62	47
Other employees:			
Station agents.....	30	16,200 00	1 72
Other station men.....	95	31,289 64	1 05
Enginemen.....	29	37,085 88	4 08
Firemen	59	17,744 28	96
Conductors	27	22,546 25	2 66
Other trainmen.....	30	7,376 16	78
Machinists.....	37	32,799 96	2 83
Carpenters.....	27	18,145 44	2 14
Other Shopmen.....	66	21,471 60	1 03
Section foremen.....	31	17,223 60	1 77
Other trackmen.....	200	40,800 00	65
Switchmen, Flagmen, and Watchmen.....	27	7,952 52	94
Telegraph operators and dispatchers	15	7,486 44	1 59
All other employees and laborers.....	13	2,496 00	61
Total (including "General Officers")—North Carolina.....	749	\$ 299,797 34	
DISTRIBUTION OF ABOVE:			
General administration.....		19,179 57	
Maintenance of ways and structures.....		58,023 60	
Maintenance of equipment.....		72,417 00	
Conducting transportation.....		150,177 17	
Total (including "General Officers")—North Carolina.....		\$ 299,797 34	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	158,844			
Number of passengers carried one mile	4,903,597			
Number of passengers carried one mile per mile of road	25,539			
Average distance carried.....	30.88			
Total passenger revenue		148,710	89	
Average amount received from each passenger			93	620
Average receipts per passenger per mile.....			03	033
Total passenger earnings.....		209,303	74	
Passenger earnings per mile of road		1,090	12	
Passenger earnings per train mile.....			91	088
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	410,149			
Number of tons carried one mile	20,931,592			
Number of tons carried one mile per mile of road....	109,019			
Average distance haul of one ton	51.03			
Total freight revenue.....		378,658	77	
Average amount received for each ton of freight			92	322
Average receipts per ton per mile			01	808
Total freight earnings		378,658	77	
Freight earnings per mile of road		1,972	18	
Freight earnings per train mile		1	81	357
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		527,369	66	
Passenger and freight revenue per mile of road.....		2,746	71	
Passenger and freight earnings.....		587,962	51	
Passenger and freight earnings per mile of road		3,062	30	
Gross earnings from operation.....		607,525	68	
Gross earnings from operation per mile of road		3,164	19	
Gross earnings from operation per train mile		1	38	523
Operating expenses.....		435,643	16	
Operating expenses per mile of road.....		2,268	97	
Operating expenses per train mile.....			99	332
Income from operation		171,882	52	
Income from operation per mile of road		895	22	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	229,781
Miles run by freight trains	208,791
Total mileage trains earning revenue	438,572
Miles run by switching trains	122,683
Miles run by construction and other trains	13,425
Grand total train mileage	574,680

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:					
Passenger -----	29	{ 24 1	Westinghouse Boyden.		
Freight-----					
Switching-----					
Total locomotives -----	29				
CARS—Owned and leased— IN PASSENGER SERVICE:					
First-class cars-----	11	11	Westinghouse	11	Janney.
Second-class cars-----	3	3		3	
Combination cars-----	4	4		4	
Baggage, express and postal cars-----	10	10		10	
Total -----	28	28	Westinghouse	28	Janney.
IN FREIGHT SERVICE:					
Box cars-----	336	69		208	
Flat cars-----	169	29		111	
Stock cars-----	4			3	
Total -----	509	98		322	
IN COMPANY'S SERVICE:					
Gravel cars-----	17			5	
Derrick and tool cars-----	4	3		4	
Caboose cars-----	14			10	
Other road cars-----	30			7	
Total cars in service-----	65	3		26	
Total cars owned-----	602	129		379	

MILEAGE.**MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Miles of single track	192	4.33	196.33	----	192
Miles of yard track and sidings in N. C.	4.35	----	22.67	27	----
Miles of yard track and sidings in S. C.	18.32	----		----	----
Total mileage operated (all tracks)	214.67	4.33	219.00	27	192

MILEAGE OF LINE OPERATED BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
North Carolina	67.51	.84	68.35	.84	67.51
South Carolina	124.49	3.49	127.98	3.49	124.49
Total mileage operated (all tracks)	192	4.33	196.33	4.33	192

RENEWALS OF RAILS AND TIES.**NEW RAILS LAID DURING YEAR:**

Steel, tons	309
Weight per yard (pounds)	70

NEW TIES LAID DURING YEAR:

Pine—number	45,960
Average price at distributing point .....	.30

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Soft.			
Passenger	7,800	20,000	17,800	341,000	44
Freight				327,000	
Switching				110,500	
Construction				33	
Total				811,500	
Average cost at distributing point	\$3.25	\$1.80			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	4	-----	1	-----	-----	1	5
Falling from trains and engines.....	-----	1	-----	-----	-----	-----	-----	1
Other causes.....	-----	3	-----	1	-----	3	-----	7
Total.....	1	8	-----	2	-----	3	1	13

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations.....	-----	3	-----	-----	-----	-----	-----	-----
Other causes.....	-----	1	3	7	-----	1	-----	8
Total.....	-----	4	3	7	-----	1	-----	8

CHARACTERISTICS OF ROAD—Entire Line.

BRIDGES, TRETTLES, TUNNELS, Etc.

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron	7	1,430	7	50	-----	431	2
TRESTLES:							
25 feet and over	192	33,401	9	25	-----	6,461	8
Under 25 feet.....	28	590	-----	10	-----	24	-----

Gauge of track, 4 feet 9 inches; 192 miles.

SEABOARD AIR LINE SYSTEM.

LINES CONTROLLED AND OPERATED IN NORTH CAROLINA.

Carolina Central Railroad	267
Durham and Northern Railway	42.20
Georgia, Carolina and Northern Railway	14
Louisburg Railroad	10
Pittsboro Railroad	12
Raleigh and Augusta Air Line Railroad	107.27
Raleigh and Gaston Railroad	97
Roanoke and Tar River Railroad	32.30
Seaboard and Roanoke Railroad	19.02
Total length of all lines, Seaboard Air Line System in North Carolina	600.79

GENERAL OFFICERS.

SEABOARD AIR LINE SYSTEM.

TITLE.	NAME.	LOCATION OF OFFICE.
President	R. C. Hoffman	Baltimore, Md.
Vice-President	John C. Winder	Portsmouth, Va.
General Manager	John H. Winder	Atlanta, Ga.
Treasurer	John H. Sharp	Portsmouth, Va.
Secretary	W. W. Chamberlain	Portsmouth, Va.
General Counsel	Leph R. Watts	Portsmouth, Va.
General Auditor	J. B. Martin	Portsmouth, Va.
Div. Superintendent S. & R. and R. & G.	T. W. Whisnant	Portsmouth, Va.
Div. Superintendent R. & A. and C. C.	William Moncure	Raleigh, N. C.
General Freight Agent	H. W. B. Glover	Portsmouth, Va.
General Passenger Agent	T. J. Anderson	Portsmouth, Va.
Superintendent of Telegraph	D. S. Hudgins	Raleigh, N. C.

CAROLINA CENTRAL RAILROAD COMPANY.

HISTORY.

The Carolina Central Railroad Company was organized July 14, 1880, under laws of the State of North Carolina, under an Act to incorporate the Wilmington and Charlotte Railroad Company (1855), an Act that the name of the Wilmington and Charlotte Railroad Company shall be altered and the same company shall be known and styled the Wilmington, Charlotte and Rutherford Railroad Company, ratified February 14, 1885; an Act to incorporate the Carolina Central Railway Company, December, 1873; and an Act to perfect the organization of the Carolina Central Railroad Company, ratified January 18, 1881.

The corporate powers of this Company are granted for ninety-nine years from the passage of the Act creating the Wilmington and Charlotte Railroad Company, passed at the session of 1855.

The original purpose of this company was to effect railroad communication between Wilmington and Charlotte, by way of Lumberton, Rockingham and Wadesboro and Monroe, with a capital stock of \$2,000,000, with the privilege of increasing the same to \$3,000,000. Its capital stock was further increased \$1,000,000 for the purpose of continuing said road to a point at or near the town of Rutherfordton.

OFFICERS.

See page 121.

PROPERTY OPERATED.

Carolina Central Railroad—from Wilmington to Rutherfordton, 264.60 miles. Wilmington Railway Bridge Company—from Wilmington to Meare's Bluff, 2.40 miles. Total, 267.00.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	12,000
Par value of shares	\$ 100 00
Total par value authorized	1,200,000 00
Total amount issued and outstanding	1,200,000 00
Dividends declared during year—none.	
Issued for construction—common	12,000

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
First Mortgage-----	1881	1920	\$ 2,000,000 00	\$ 2,000,000 00	\$ 2,000,000 00
First Mortgage—Shelby Div.-----	1893		250,000 00	152,000 00	152,000 00
Total—mortgage bonds-----			\$ 2,250,000 00	\$ 2,152,000 00	\$ 2,152,000 00
Miscellaneous obligations—Income bonds-----			3,000,000 00	3,000,000 00	3,000,000 00
Grand total -----			\$ 5,250,000 00	\$ 5,152,000 00	\$ 5,152,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year
First Mortgage-----	6	Jan. and July	\$ 120,000 00	\$ 60,000 00
First Mortgage—Shelby, D. W -----	6		4,560 00	
Grand total -----			\$ 124,560 00	\$ 60,000 00

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds-----	\$ 2,152,000 00	\$ 2,152,000 00	\$ 124,560 00	\$ 60,000 00
Income bonds-----	3,000,000 00	3,000,000 00		
Total -----	\$ 5,152,000 00	\$ 5,152,000 00	\$ 124,560 00	\$ 60,000 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Cash	\$ 1,186 05
Due from solvent companies and individuals	7,494 77
Total cash and current assets	\$ 8,680 82
Balance—current liabilities	126,378 60
Total	\$ 135,059 42

LIABILITIES.

Loans and bills payable	\$ 1,500 00
Audited vouchers and accounts	12,451 27
Wages and salaries	15,378 03
Net traffic balances due to other companies	29,739 11
Matured interest coupons unpaid (including coupons due July 1)	64,560 00
Miscellaneous	11,431 01
Total—current liabilities	\$ 135,059 42
Materials and supplies on hand, \$1,336.88.	

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	APPORTION- MENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital stock	\$ 1,200,000 00	\$ 1,200,000 00	264.40	\$ 4,535 15
Bonds	5,152,000 00	5,152,000 00		19,485 63
Current liabilities	135,059 42	135,059 42		501 81
Total	\$ 6,487,059 42	\$ 6,487,059 42	264.40	\$ 24,522 59

FOR MILEAGE OPERATED.

Carolina Central Railroad—capital stock	\$ 1,200,000 00
Funded debt	5,152,000 00
Current liabilities	135,059 42
Total	\$ 6,487,059 42
Amount per mile of line (264.40 miles)	24,522 59

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Construction of bridges and trestles, not included in operating expenses	\$ 500 00
Total cost construction to June 30, 1893	5,600,207 19
Total cost construction to June 30, 1894	5,600,707 19
Total cost equipment to June 30, 1894	340,123 37
Grand total cost construction, equipment, etc., to June 30, 1893	\$ 5,940,330 56
Grand total cost construction, equipment, etc., to June 30, 1894	5,940,830 56
Total cost construction per mile	21,166 63
Total cost equipment per mile	1,285 43
Grand total cost construction, equipment, per mile	\$ 22,452 12

INCOME ACCOUNT—Entire Line.

Gross earnings from operation.....	\$ 490,288 79	
Less operating expenses.....	385,280 84	
Income from operation		\$ 105,007 95
Miscellaneous income—less expenses.....		2,024 10
Total income.....		\$ 107,032 05
DEDUCTIONS FROM INCOME:		
Interest on funded debt, accrued.....	\$ 124,560 00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for.....	25,105 74	
Taxes.....	15,702 09	
Total deductions from income.....		165,367 83
Deficit.....		\$ 58,335 78
Other payments from net income		261,100 00
Deficit from operations of year ending June 30, 1894.....		\$ 319,435 78
Deficit on June 30, 1893 [From "General Balance Sheet," 1893 Report].....		176,233 41
Deficit on June 30, 1894 [For entry on "General Balance Sheet"].....		\$ 495,669 19

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER :			
Passenger revenue	\$ 106,435 91		
Less repayments :			
Tickets redeemed		\$ 351 35	
Excess fares refunded		103 49	
Other repayments		122 05	
Total deductions		\$ 576 89	
Total passenger revenue			\$ 105,859 02
Mail			22,916 11
Express			9,966 11
Extra baggage and storage			1,319 27
Receipts from parlor, dining and sleeping cars			1,780 25
Total passenger earnings			\$ 141,840 76
FREIGHT :			
Freight revenue	\$ 344,635 42		
Less repayments :			
Overcharge to shippers		\$ 5,307 91	
Other repayments		255 22	
Total deductions		\$ 5,563 13	
Total freight revenue			\$ 339,072 29
Other items			5,188 60
Total freight earnings			\$ 344,260 89
Total passenger and freight earnings			\$ 486,101 65
OTHER EARNINGS FROM OPERATION :			
Switching charges—balance	\$ 707 36		
Telegraph companies	1,184 65		
Rents from tracks, yards, and terminals	2,294 42		
Other sources	71		
Total other earnings			\$ 4,187 14
Total gross earnings from operation			\$ 490,288 79

STOCKS OWNED.

Wilmington Railway Bridge Company—total par value.....	\$	20,000 00
--	----	-----------

RENTALS RECEIVED.

Terminals—Wilmington, N. C. ; Sundry tenants.....	\$	2,294 42
---	----	----------

MISCELLANEOUS INCOME.

Outside rent	\$	1,734 35
Rent from tools and machinery.....		289 74
Total	\$	2,024 10

OPERATING EXPENSES—Entire Line.

MAINTENANCE OF WAY AND STRUCTURES :

Repairs of roadway.....	\$	61,973 29
Renewals of rails		360 65
Renewals of ties		22,987 28
Repairs of bridges and culverts.....		12,684 66
Repairs of fences, road-crossings, signs and cattle-guards.....		18 09
Repairs of buildings.....		10,409 19
Repairs of docks and wharves.....		57 78
Repairs of telegraph.....		746 71
Other expenses.....		7 90
Total	\$	109,245 55

MAINTENANCE OF EQUIPMENT :

Repairs and renewals of locomotives		10,089 43
Repairs and renewals of passenger cars.....		9,500 77
Repairs and renewals of freight cars.....		11,681 48
Shop machinery, tools, etc.....		543 12
Other expenses.....		774 52
Total	\$	32,589 32

CONDUCTING TRANSPORTATION :

Wages of enginemen, firemen, and round-housemen.....		34,968 25
Fuel for locomotives.....		33,845 22
Water supply for locomotives		3,887 99
All other supplies for locomotives.....		2,313 45
Wages of other trainmen.....		22,518 38
All other train supplies.....		4,224 53
Wages of switchmen, flagmen, and watchmen.....		5,930 99
Expense of telegraph, including train dispatchers and operators.....		7,502 01
Wages of station agents, clerks and laborers.....		45,231 71
Station supplies.....		2,277 67
Switching charges—balance.....		454 92
Car mileage—balance.....		17,006 77
Loss and damage.....		7,837 71
Injuries to persons.....		423 50
Other expenses.....		210 55
Total	\$	188,633 65

OPERATING EXPENSES—Continued.

GENERAL EXPENSES:

Salaries of officers	\$ 12,543 77
Salaries of clerks	8,369 90
General office expenses and supplies	1,414 60
Agencies, including salaries and rents	10,009 85
Advertising	3,320 64
Insurance	5,938 25
Expense of fast freight lines	10 22
Expense of Traffic Associations	922 24
Rents not otherwise provided for	810 44
Legal expenses	2,873 93
Stationery and printing	5,343 29
Other general expenses	2,755 19
Total	\$ 54,812 32

RECAPITULATION OF EXPENSES:

Maintenance of ways and structures	109,245 55
Maintenance of equipment	32,589 32
Conducting transportation	188,633 65
General expenses	54,812 32
Grand total	\$ 385,280 84

Percentage of expenses to earnings, entire line, 78.6.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Net Increase.
\$ 5,600,207 19	Cost of road	\$ 5,600,707 19	
340,123 37	Cost of equipment	340,123 37	
34,817 91	Other permanent investments	40,541 97	
9,775 34	Cash and current assets	8,680 82	
17,274 62	Other Assets—Materials and supplies	1,336 88	
176,233 41	Profit and loss	495,669 19	
\$ 6,178,431 84	Grand total	\$ 6,487,059 42	
	LIABILITIES.		
\$ 1,200,000 00	Capital stock	\$ 1,200,000 00	
4,700,000 00	Funded debt	5,152,000 00	
278,431 84	Current liabilities	135,059 42	
\$ 6,178,431 84	Grand total	\$ 6,487,059 42	\$ 308,627 58

IMPORTANT CHANGES DURING THE YEAR.

Of the \$1,500,000 second mortgage income bonds authorized, \$300,000 were issued in this year, and the full amount authorized is now outstanding. First mortgage bonds—Shelby Division—\$152,000 issued in this year, Amount authorized, \$250,000.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Wilmington, N. C., to Rutherfordton (264.60 miles). Second mortgage, from Wilmington to Shelby (237.70 miles). Third mortgage, from Wilmington to Shelby (237.70 miles).

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers.....	12	3,756	\$ 12,543 77	\$ 3 34
General office clerks	27	8,451	8,369 90	99
Other employees:				
Station agents.....	33	10,329	18,360 00	1 77
Other station men.....	58	18,154	19,651 20	1 08
Enginemen	33	10,329	23,537 40	2 28
Firemen	24	7,512	7,558 10	1 01
Conductors	13	4,069	8,321 28	2 04
Other trainmen.....	54	16,902	11,314 68	67
Machinists.....	8	2,504	5,162 88	2 06
Carpenters	34	10,642	10,864 00	1 02
Other shopmen.....	21	6,573	5,866 44	89
Section foremen.....	31	9,703	15,333 00	1 58
Other trackmen.....	228	71,364	42,818 40	60
Switchmen, flagmen and watchmen.....	14	4,382	5,083 12	1 16
Telegraph operators and dispatchers.....	12	3,756	6,839 96	1 82
All other employees and laborers.....	41	12,833	6,416 50	50
Total (including "General Officers," N. C.)....	643	201,259	\$ 208,040 63	\$ 1 06
Less "General Officers".....	39	12,207	20,913 67	1 71
Total (excluding "General Officers," N. C.)....	604	189,052	\$ 187,126 96	\$ 99
DISTRIBUTION OF ABOVE:				
General administration.....	39	12,207	\$ 20,913 67	\$ 1 71
Maintenance of way and structures.....	259	81,067	58,151 40	72
Maintenance of equipment.....	63	19,719	21,893 32	1 11
Conducting transportation.....	282	88,266	107,082 24	1 21
Total (including "General Officers," N. C.)....	643	201,259	\$ 208,040 63	\$ 1 06
Less "General Officers".....	39	12,207	20,913 67	1 71
Total (excluding "General Officers," N. C.) ...	604	189,052	\$ 187,126 96	\$ 99
Total (including "Gen'l Officers," Entire Line)	643	201,259	208,040 63	1 06

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	135,230			
Number of passengers carried one mile.....	4,068,640			
Number of passengers carried one mile per mile of road	506,479			
Average distance carried.....	30.086			
Total passenger revenue.....		105,859	02	
Average amount received from each passenger.....			78	280
Average receipts per passenger per mile.....			2	601
Total passenger earnings.....		141,840	76	
Passenger earnings per mile of road.....		3	96	475
Passenger earnings per train mile.....			31	277
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	205,199			
Number of tons carried one mile.....	14,444,136			
Number of tons carried one mile per mile of road.....	54,098			
Average distance haul of one ton.....	70.39			
Total freight revenue.....		339,072	29	
Average amount received for each ton of freight.....		1	65	241
Average receipts per ton per mile.....			2	348
Total freight earnings.....		344,260	89	
Freight earnings per mile of road.....		1,289	37	
Freight earnings per train mile		2	00	503
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		444,931	31	
Passenger and freight revenue per mile of road.....		1,666	41	
Passenger and freight earnings.....		486,101	65	
Passenger and freight earnings per mile of road.....		1,820	62	
Gross earnings from operation		490,288	79	
Gross earnings from operation per mile of road.....		1,836	29	
Gross earnings from operation per train mile.....			96	106
Operating expenses.....		385,280	84	
Operating expenses per mile of road.....		1,442	99	
Operating expenses per train mile			75	523
Income from operation.....		105,007	95	
Income from operation per mile of road		393	29	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE :				
Cotton-seed meal -----	1,220	59	1,279	.65
Grain -----	1,121	1,038	2,159	1.19
Flour -----	753	1,500	2,253	1.22
Other mill products -----	87	690	777	.87
Hay -----	298	52	350	.43
Tobacco -----	1,896	682	2,578	1.40
Cotton -----	5,912	24,999	30,911	16.68
Fruit and vegetables -----	416	1,128	1,544	.87
Peanuts -----	1,238	-----	1,238	.65
Cotton-seed -----	1,651	273	1,924	.91
PRODUCTS OF ANIMALS :				
Live stock -----	71	-----	71	.04
Dressed meats -----	402	731	1,133	.65
Other packing-house products -----	97	391	488	.22
Poultry, game and fish -----	-----	337	337	.15
Hides and leather -----	4	54	58	.03
PRODUCTS OF MINES :				
Anthracite coal -----	25	-----	25	.01
Bituminous coal -----	120	1,441	1,561	.86
Stone, sand, and other like articles -----	2,318	1,549	3,867	2.06
PRODUCTS OF FOREST :				
Lumber -----	9,949	9,485	19,434	10.50
Shingles -----	28	-----	28	.01
Sumac -----	91	20	111	.09

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
MANUFACTURES:				
Petroleum and other oils.....	300	315	615	.32
Cotton-mill product.....	186	43	229	.11
Sugar.....	2	5,647	5,649	3.03
Naval stores.....	952	835	1,787	.87
Iron, pig and bloom.....	46	-----	46	.02
Iron and steel rails.....	-----	85	85	.04
Other castings and machinery.....	282	1,447	1,729	.65
Bar and sheet metal.....	55	102	157	.05
Cement, brick and lime.....	266	107	373	.21
Agricultural implements.....	15	-----	15	0
Wagons, carriages, tools, etc.....	18	-----	18	0
Wines, liquors and beers.....	865	74	939	.42
Household goods and furniture.....	568	406	974	.44
Salt.....	572	3,538	4,110	2.27
Merchandise.....	41,637	51,565	93,202	39.63
Guano.....	18,037	3,793	21,830	11.80
MISCELLANEOUS:				
Other commodities not mentioned above.....	653	662	1,315	.65
Total tonnage—entire line.....	92,151	113,048	205,099	100.00

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased :					
Passenger-----	4	4	Westinghouse	4	Janney.
Freight -----	14	9	Westinghouse	13	Janney.
Switching -----	2			2	Janney.
Total locomotives in service -----	20	13		19	
CARS—Owned and Leased— IN PASSENGER SERVICE:					
First-class cars -----	5	5	Westinghouse	5	Janney.
Second-class cars-----	7	7	Westinghouse	7	Janney.
Combination cars-----	3	3	Westinghouse	3	Janney.
Baggage, express, and postal cars-----	2	2	Westinghouse	2	Janney.
Other cars in passenger service -----	5	5	Westinghouse	5	Janney.
Total -----	22	22	Westinghouse	22	Janney.
IN FREIGHT SERVICE:					
Box cars -----	229			124	Janney.
Flat cars-----	117			21	Janney.
Stock cars -----	10			2	Janney.
Total -----	356			147	Janney.
IN COMPANY'S SERVICE:					
Officers' and pay cars-----	1	1	W. A. B.	1	Janney.
Gravel cars-----	10				
Caboose cars-----	23			9	Janney.
Total cars in service -----	390	1		157	

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
	Main Line.				
Miles of single track	264.60	2.40	267.00	79.50	185.10
Miles of yard track and sidings	18.00		18.00	18.00	
Miles siding Wilmington Railway Bridge Company	1.10		1.10	1.10	
Total mileage operated (all tracks)	283.70	2.40	268.10	98.60	185.10

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	264.60
Line operated under trackage rights	2.40
Iron rails	79.50
Steel rails	185.10

RENEWAL OF TIES.

NEW TIES DAID DURING YEAR:

Pine and oak	89,752
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CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bitu- minous. Tons.	Wood— Soft. Tons.	Total Fuel Consumed Tons.	Miles Run	Average Pounds Consumed per Mile.
Passenger	843	4,037	2,861.50	199,843	28.63
Freight	459	10,596	5,757.00	317,854	36.22
Switching	490	603	791.50	64,961	24.36
Construction	-----	515	257.50	15,204	33.87
Total	1,792	15,751	9,667.50	597,862	32.34
Average cost at distributing points	\$2 75	\$1 40			

ACCIDENT TO PERSONS.

		Killed.	Injured.
TRAINMEN:			
Falling from trains and engines.....			1
SWITCHMEN, FLAGMEN AND WATCHMEN:			
Coupling and uncoupling.....	1		
OTHER EMPLOYEES:			
Other causes.....			1
PASSENGERS:			
Other causes.....			1
TRESPASSING:			
At stations.....		2	
Other causes.....		2	1
Total.....		5	4

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			Profile
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Wilmington to Hilton.....	1.10				
Meares' Bluff to Rutherfordton.....	263.50	192	52.60	212.00	43.65
Hilton to Meares' Bluff.....	2.40	1	.33	2.07	1.25
Total.....	267.00	1.93	52.93	214.07	44.90

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Meares' Bluff to Rutherfordton.....	597	48,792.6	129.83	466	38,052.2	91.12
Hilton to Meares' Bluff.....	9	107.9	.45	6	102.4	.70
Total.....	6.06	48,900.5	130.28	472	38,154.6	91.82

CHARACTERISTICS OF ROAD—Continued.**BRIDGES, TRETTLES, TUNNELS, ETC.**

ITEM.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron.....	6	23	5	15		586	
Wooden.....	6	18	6	11		1,120	
Combination.....	2	7	8	28		504	
Trestles.....	50	21,249		50		4,620	

Overhead highway crossings, 15; height above surface of rail, 16 feet, 4 inches.

Gauge of track, 4 feet 9 inches, 264.60 miles.

Gauge of track, 4 feet 9 inches, 2.40 miles.

TELEGRAPH.**OWNED BY COMPANY.**

Miles of line.....	124
Miles of wire.....	156

OPERATED BY ANOTHER COMPANY.

Miles of line.....	21
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DURHAM AND NORTHERN RAILWAY COMPANY.

HISTORY.

The Durham and Northern Railway Company was organized August 29, 1887, under the laws of the State of North Carolina, Acts February 2, 1887. It is largely owned by the Raleigh and Gaston Railroad Company, and forms part of the Seaboard Air Line System. The road was opened April 1, 1889.

The purpose of this company was to construct and operate a road between Durham and some point in Wake, Franklin or Vance counties, to be determined by the present directors, with the privilege of extending the road to tide-water or Roanoke River, and with power to build branch roads not exceeding 25 miles in length, and with authority to consolidate with other railroad companies incorporated under the laws of this or any other State.

OFFICERS.

(See page 121.)

PROPERTY OPERATED.

Durham and Northern Railway Company—from Durham to Henderson, 42.20 miles.

CAPITAL STOCK.

Capital stock—number of shares authorized	5,000
Par value of shares.....	\$ 100 00
Total par value authorized	500,000 00
Total amount issued and outstanding	290,100 00
Dividends declared during year, rate 3 per cent.	
Dividends declared during year, amount.....	8,703 00
Issued for cash—total number of shares issued.....	2,901 00
Total cash realized from stock issued.....	280,700 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage. Date of issue, November, 1888. When due, November, 1928.

Amount of authorized issue, per mile	\$ 6,000 00
Amount issued	150,000 00
Amount outstanding.....	150,000 00
Cash realized on amount issued.....	145,264 52
Rate of interest, 6 per cent.; payable May and November.	
Amount of interest accrued during year	9,000 00
Amount of interest paid during year	9,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds—Amount issued.....	\$ 150,000 00
Amount outstanding	150,000 00
Amount of interest accrued during year.....	90,000 00
Amount of interest paid during year	90,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash.....	\$ 6,200 88
Due from solvent companies and individuals	937 22
Total cash and current assets.....	\$ 7,138 10
Balance current liabilities.....	2,039 08
Total.....	\$ 9,178 08

LIABILITIES.

Audited vouchers and and accounts	\$ 686 48
Wages and salaries.....	1,674 62
Net traffic balances due to other companies	6,816 98
Total current liabilities.....	\$ 9,178 08
Materials and supplies on hand, \$430.77.	

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 290,100 00	\$ 290,100 00	42.20	\$ 6,879 15
Bonds	150,000 00	150,000 00	42.20	3,554 50
Current Liabilities.....	9,178 08	9,178 08		217 49
Total.....	\$ 449,278 08	\$ 449,278 08		\$ 10,651 14

FOR MILEAGE OPERATED.

Name of road—Durham and Northern Railway Company.	
Capital stock.....	\$ 290,100 00
Funded debt.....	150,000 00
Current liabilities.....	9,178 08
Total.....	\$ 449,278 08
Amount per mile of line (42.20 miles).....	10,651 14

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Expenditures during year, not included in operating expenses, construction of sidings and yard extensions—North Carolina, \$297.94.

ITEM.	Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost Per Mile.
CONSTRUCTION:			
Right-of-way -----	\$ 9,580 75	\$ 9,580 75	\$ 233 68
Other real estate -----	10,350 00	10,350 00	252 44
Grading and bridge and culvert masonry -----	93,987 15	93,987 15	2,292 37
Bridges and trestles -----	59,515 26	59,515 26	1,421 59
Rails -----	102,605 45	102,605 45	2,502 57
Ties -----	39,300 80	39,300 80	958 56
Other superstructure -----	36,709 55	36,709 55	895 36
Buildings, furniture and fixtures -----	13,210 31	13,210 31	322 20
Engineering expenses -----	17,367 19	17,367 19	423 59
Discount on securities sold for construction -----	14,135 48	14,135 48	344 76
Telegraph line -----	2,209 33	2,209 33	53 89
Sidings and and yard extensions -----	5,723 32	6,021 26	142 68
Other items -----	10,426 57	10,426 57	254 30
Total construction -----	\$ 415,121 16	\$ 415,419 10	\$ 9,845 00
EQUIPMENT:			
Locomotives -----	8,000 00	8,000 00	195 12
Passenger cars -----	3,000 00	3,000 00	73 17
Combination cars -----	2,618 31	2,618 31	63 86
Freight cars -----	12,694 25	12,694 25	300 80
Grand total cost construction, equipment, etc ----	\$ 26,312 56	\$ 26,312 56	\$ 621 12
Total cost construction, equipment, etc.—N. C. ---	\$ 441,433 72	\$ 441,433 72	\$ 10,467 57

INCOME ACCOUNT—Entire Line.

Gross earnings from operation.....	\$ 53,081 33	
Less operating expenses.....	43,743 92	
Income from operation		\$ 9,337 41
Miscellaneous income, less operating expenses.....		160 87
Total income.....		\$ 9,498 28
DEDUCTIONS FROM INCOME :		
Interest on funded debt accrued.....	\$ 9,000 00	
Taxes.....	1,696 94	
Other deductions	2,100 00	
Total deductions from income.....		12,796 94
Deficit		\$ 3,298 66
Dividends, 3 per cent., common stock.....	\$ 8,703 00	
Total.....		8,703 00
Deficit from operations of year ending June 30, 1894.....		\$ 12,001 66
Surplus on June 30, 1893, [From "General Balance Sheet"]....		12,024 11
Surplus on June 30, 1894, [For entry on "General Balance Sheet"].....		\$ 22 45

EARNINGS FROM OPERATIONS—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repaym'ts etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 8,768 98		
Less repayments—Tickets redeemed.....		\$ 71	
Total deductions		\$ 71	
Total passenger revenue			\$ 8,768 27
Mail			1,775 40
Express			401 91
Extra baggage and storage			62 25
Total passenger earnings			\$ 11,007 83
FREIGHT:			
Freight revenue	\$ 40,778 23		
Less repayments—Overcharge to shippers		513 17	
Total deductions		\$ 513 17	
Total freight revenue			\$ 40,265 06
Total freight earnings			\$ 40,265 06
Total passenger and freight earnings			\$ 51,272 89
OTHER EARNINGS FROM OPERATION:			
Car mileage—Balance	\$ 161 15		
Switching charges—Balance	1,009 50		
Telegraph companies	36 29		
Rents not otherwise provided for.....	600 00		
Other sources	1 50		
Total other earnings			\$ 1,808 44
Total gross earnings from operation			\$ 53,081 33

OPERATING EXPENSES.

Maintenance of way and structures	\$ 16,141 01
Maintenance of equipment	2,937 29
Conducting transportation	21,043 89
General expenses	3,621 73
Grand total	\$ 43,743 92
Percentage of expenses to earnings—entire line, \$82.41.	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.			JUNE 30, 1894.	
Total.		ASSETS.	Total.	
\$	415,121 16	Cost of road -----	\$	415,419 10
	26,312 56	Cost of equipment -----		26,312 56
	15,914 48	Cash and current assets -----		7,138 10
		Materials and supplies -----		430 77
\$	457,348 20	Grand total -----	\$	449,300 53
		LIABILITIES.		
\$	290,100 00	Capital stock -----	\$	290,100 00
	150,000 00	Funded debt -----		150,000 00
	5,224 09	Current liabilities -----		9,178 08
	12,024 11	Profit and loss -----		22 45
\$	457,348 20	Grand total -----	\$	449,300 53

Net decrease, \$8,047.67.

SECURITY FOR FUNDED DEBT.

First Mortgage—Henderson to Durham (miles)-----	42.20
Amount of mortgage per mile of line-----	\$ 3,658 53

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers.....	12	3,756	\$ 651 53	\$ 18
General office clerks	11	3,443	445 21	13
Other employees:				
Station agents.....	4	1,252	2,340 00	1 87
Other station men.....	6	1,878	2,568 00	1 37
Enginemen	3	939	2,820 00	3 00
Firemen	3	939	840 00	89
Conductors	2	626	1,440 00	2 30
Other trainmen	4	1,252	1,192 08	95
Section foremen	5	1,565	2,100 00	1 34
Other trackmen.....	30	9,390	4,695 00	50
Switchmen, flagmen and watchmen.....	3	939	756 00	80
All other employees.....	2	626	138 00	22
Total (including "General Officers")—N. C.	85	26,605	\$ 20,015 82	\$ 76
Less "General Officers".....	23	7,199	1,126 74	15
Total (excluding "General Officers")—N. C.	62	19,406	\$ 18,889 08	\$ 97
DISTRIBUTION OF ABOVE:				
General administration.....	23	7,199	\$ 1,126 74	15
Maintenance of way and structures	35	10,955	6,795 00	62
Conducting transportation	27	8,451	12,094 08	1 43

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	15,346			
Number of passengers carried one mile	365,304			
Number of passengers carried one mile per mile of road	374,292			
Average distance carried	23.804			
Total passenger revenue		8,768	27	
Average amount received from each passenger			56	951
Average receipts per passenger per mile			02	400
Total passenger earnings		11,007	83	
Passenger earnings per mile of road		213	86	
Passenger earnings per train mile			31	824
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	408.11			
Number of tons carried one mile	12,180,20			
Number of tons carried one mile per mile of road	288,630			
Average distance haul of one ton	29.84			
Total freight revenue		40,265	06	
Average amount received for each ton of freight			98	662
Average receipts per ton per mile			03	307
Total freight earnings		40,265	06	
Freight earnings per mile of road		954	15	
Freight earnings per train mile		1	44	211
PASSENGER AND FREIGHT:				
Passenger and freight revenue		49,033	33	
Passenger and freight revenue per mile of road		1,161	92	
Passenger and freight earnings		51,272	89	
Passenger and freight earnings per mile of road		1,214	97	
Gross earnings from operation		53,081	33	
Gross earnings from operation per mile of road		1,257	81	
Gross earnings from operation per train mile			95	689
Operating expenses		43,743	92	
Operating expenses per mile of road		1,036	58	
Operating expenses per train mile			78	856
Income from operation		9,337	41	
Income from operation per mile of road		221	27	

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased :					
Passenger	1	1	Westinghouse	1	Janney.
Freight	1			1	
Total locomotives in service	2	1		2	
CARS—Owned and Leased—					
IN PASSENGER SERVICE :					
First-class cars	1	1	Westinghouse	1	Janney.
Combination cars	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars	1	1	Westinghouse	1	Janney.
Total	3	3	Westinghouse	3	Janney.
IN FREIGHT SERVICE :					
Box cars	25			25	Janney.
Total	25			25	Janney.
Total cars owned	28	3		28	

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line represented by capital stock, main line—miles of single track	42.20
Miles of yard track and sidings	1.50
Total mileage operated (all tracks)—main line	43.70
Rails—iron, miles of single track	1.20
Rails—iron, miles of yard track and sidings	1.50
Rails—steel, miles of single track	41

RENEWALS OF RAILS AND TIES.

New ties laid during year—kind, oak ; number	16,233
Average price at distributing points, 32 cents.	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Tons. Bituminous	Wood— Cords. Soft.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger	570	----	570	29,451	43.3
Freight	653	87	569.50	34,849	44.7
Switching	52	----	52	3,610	32.2
Total	1,275	87	1,318.50	67,913	40.2
Average cost at distributing point	\$2 62 $\frac{3}{4}$ pr ton \$1 50 pr cord				

CHARACTERISTICS OF ROAD.

From Henderson, N. C., to Durham, N. C., miles	42.20
Alignment—number of curves	90
Aggregate length of curved line, miles	20.01
Length of straight line, miles	22.19
Profile—length of level line, miles	6.18
Ascending grades—number	39
Sum of ascents, feet	80.2
Aggregate length of ascending grades, miles	18.01
Descending grades—number	38
Sum of descents, feet	86.2
Aggregate length of descending grades, miles	17.86

BRIDGES, TRESTLES, ETC.

Iron Bridges, number	2
Aggregate length, feet	300
Minimum length, feet	150
Maximum length, feet	150
Trestles, number	66
Aggregate length, feet	6,617
Minimum length, feet	10
Maximum length, feet	1,600
Gauge of track, 4 feet 9 inches—42.20 miles.	

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	41.4
Miles of wire	41
Miles of line operated by company	41
Miles of wire operated by company	41

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY.

HISTORY.

The Georgia, Carolina and Northern Railway Company was organized under the laws of the States of North Carolina, South Carolina and Georgia: Acts January 18, 1887, North Carolina; December 24, 1886, South Carolina; December 7, 1886, Georgia.

The Chester, Greenwood and Abbeville Railroad Company was chartered by the South Carolina Legislature December 22, 1885. Charter amended and name changed by Act December 24, 1886.

Authority for consolidation—Acts March 8, 1887, North Carolina; Acts March 10, 1887, South Carolina; Acts March 12, 1887, Georgia.

The road is operated by the Seaboard and Roanoke and Raleigh and Gaston Railroad Companies, under lease dated July 1, 1889.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	R. F. Hoke	Raleigh, N. C.
President	R. F. Hoke	Raleigh, N. C.
First Vice-President	R. C. Hoffman	Baltimore, Md.
Secretary	J. M. Sherwood	Portsmouth, Va.
Treasurer	John H. Sharp	Portsmouth, Va.

PROPERTY LEASED.

Georgia, Carolina and Northern Railway—from Monroe, N. C., to Atlanta, Georgia, 266.20 miles. Operated and leased by Seaboard and Roanoke and Raleigh and Gaston Railroad Companies jointly.

The Seaboard and Roanoke Railroad Company and the Raleigh and Gaston Railroad Company leased the Georgia, Carolina and Northern Railway, together with its equipment and all other property, both real and personal, for the term of its corporate existence. Lease dated July 1, 1889.

The lessees agree to keep the road and property in good order for transaction of business, make all repairs, pay all taxes and other assessments out of the gross earnings. They are to retain sixty-five per cent. of the gross earnings (less taxes and other assessments), the remaining thirty-five per cent. to be applied as follows: 1. To keep up organization of lessor company. 2. To pay interest on its bonds. 3. To payment of valid debts to lessees. 4. To payment of dividends on lessor's capital stock.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	10,000
Par value of shares	\$ 100 00
Total par value authorized	1,000,000 00
Total amount issued and outstanding	535,300 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—common, total number of shares issued during year	122
Cash realized on amount issued during year	7,973 42
Total number of shares issued	5,353
Total cash realized	535,300 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage bond. Date of issue, July, 1889. When due, July, 1929.

Amount of authorized issue	\$ 5,360,000 00
Amount issued	5,360,000 00
Amount outstanding	5,360,000 00
Cash realized on amount issued	4,862,600 00
Rate of interest, 5 per cent. When payable, January and July.	
Amount of interest accrued during year	268,000 00
Amount of interest paid during year	268,000 00

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued	\$ 5,360,000 00
Amount outstanding	5,360,000 00
Interest—amount accrued during year	268,000 00
Amount paid during year	268,000 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Cash	\$ 325 90
Balance—current liabilities	809,546 01
Total	<u>\$ 809,871 91</u>

LIABILITIES.

Loans and bills payable	\$ 920,905 73
Miscellaneous	2,228 58
Total	<u>\$ 923,134 31</u>

RECAPITULATION.**FOR MILEAGE OWNED.**

Capital stock—total amount outstanding	\$ 535,300 00
Bonds—total amount outstanding	5,360,000 00
Capital stock—apportionment to railroads	535,300 00
Bonds—apportionment to railroads	5,360,000 00
Capital stock—amount per mile of road (266.20 miles)	2,010 89
Bonds—amount per mile of road (266.20 miles)	20,135 23
Current liabilities	<u>923,134 21</u>

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total cost to June 30, 1893.	Total cost to June 30, 1894.	Cost per mile.
CONSTRUCTION:				
Right-of-way-----	\$ 382 20	\$ 220,081 64	\$ 220,463 84	\$ 828 19
Other real estate-----		17,177 40	17,177 40	64 53
Fences-----		10,386 20	10,386 20	39 02
Grading and Bridge and culvert masonry-----	4,381 17	2,224,466 55	2,228,847 72	8,372 08
Bridges and trestles-----		569,461 16	569,461 16	2,139 22
Rails-----		877,291 87	877,291 87	3,295 61
Ties-----	10,455 08	309,905 45	299,450 37	1,124 92
Other superstructures-----	13 75	344,576 78	344,590 53	1,294 48
Buildings, Furniture and Fixtures-----	15,181 65	181,268 65	196,450 30	737 98
Shop machinery and tools-----	460 91		460 91	1 73
Engineering expenses-----	234 34	290,336 06	290,101 72	1,089 79
Interest during construction-----		670,000 00	670,000 00	2,516 90
Discount on securities sold for con- struction-----		497,400 00	497,400 00	1,868 52
Telegraph line-----		30,346 04	30,346 04	113 99
Sidings and yard extensions-----	188 77	11,165 40	11,354 17	42 65
Other items-----		106,289 55	106,289 55	399 28
Total construction-----	\$ 9,919 03	\$ 6,360,152 79	\$ 6,370,071 78	\$ 23,928 89
EQUIPMENT:				
Locomotives-----		43,308 13	43,308 13	162 69
Passenger cars-----		3,600 00	3,600 00	13 56
Baggage, express and postal cars-----		3,300 00	3,300 00	12 39
Freight cars-----	500 00	82,521 77	83,021 77	311 88
Other cars of all classes-----		2,050 48	2,050 48	7 70
Total equipment-----	\$ 500 00	\$ 134,780 38	\$ 135,280 38	\$ 508 22
Grand total cost of construction, equip- ment, etc-----	\$ 10,419 03	\$ 6,494,933 13	\$ 6,505,352 16	\$ 24,437 11

INCOME ACCOUNT.

Income from lease of road	\$ 201,287 69	
Total income		\$ 201,287 69
DEDUCTIONS FROM INCOME:		
Salaries and maintenance of organization	\$ 1,108 32	
Interest on funded debt accrued	268,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	35,348 64	
Total deductions from income		304,456 96
Deficit		\$ 103,169 27
Deficit from operations of year ending June 30, 1894		\$ 103,169 27
Deficit on June 30, 1893, [from "General Balance Sheet,"]		199,912 88
Deficit on June 30, 1894, [for entry on "General Balance Sheet,"]		\$ 303,082 15

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 6,360,152 75	Cost of road	\$ 6,370,071 78	
134,780 38	Cost of equipment	135,280 38	
10,000 00	Bonds owned	10,000 00	
325 90	Cash and current assets		
199,912 88	Profit and loss	303,082 15	
\$ 6,705,171 91	Grand total	\$ 6,818,434 31	\$ 113,262 40
	LIABILITIES.		
\$ 535,300 00	Capital stock	\$ 535,300 00	
5,360,000 00	Funded debt	5,360,000 00	
809,871 91	Current liabilities	923,134 31	
\$ 6,705,171 91	Grand total	\$ 6,818,434 31	\$ 113,262 40

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Monroe, N. C., to Atlanta, Georgia, 266.20 miles. Amount of mortgage per mile of line, \$20,135.23.

EMPLOYEES AND SALARIES—N. C.

Total number of general officers	4
Total number of days worked	626
Total yearly compensation	\$ 600 00
Average daily compensation	96

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:					
Passenger	4	4	Westinghouse	4	Janney.
Freight	1	1		1	Janney.
Total locomotives in service	5	5		5	
CARS—Owned and leased—					
IN PASSENGER SERVICE:					
First-class cars	1	1	Westinghouse	1	Janney.
Baggage, express and postal cars	1	1	Westinghouse	1	Janney.
Total	2	2		2	
IN FREIGHT SERVICE:					
Box cars	79	53	Westinghouse	79	Janney.
Flat cars	97				
Total	176	53		79	
IN COMPANY'S SERVICE:					
Caboose cars	4				
Other road cars	22				
Less cars leased	204				

MILEAGE.

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line	14.30
Steel rails	14.30
South Carolina—line represented by capital stock, main line	136.52
Steel rails	136.52
Georgia—line represented by capital stock, main line	115.38
Steel rails	115.38
Total mileage owned (single track)—line represented by capital stock, main line, 226.20.	

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			Profile
	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
From Fish Dam to Elberton	102.90	153	33.11	69.79	10.74
From Elberton to Atlanta.....	101.30	115	30.28	71.02	11.88
Total	204.20	268	63.39	140.81	22.62

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
		Feet.	Feet.		Feet.	Miles.
From Fish Dam to Elberton	59	2,295.6	49.33	55	2,023.1	42.83
From Elberton to Atlanta	233	2,314	49.16	205	1,958.8	40.26
Total	292	4,609.6	98.49	260	3,978.9	83.09

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—Iron, number	26
Aggregate length, feet and inches	5,177.6
Minimum length, feet	43
Maximum length, feet	885
Trestles—number	174
Aggregate length, feet	37,712
Minimum length, feet	40
Maximum length, feet	1,080

Overhead highway crossings—trestles, 25; height of lowest above surface of rail, 20 feet 6 inches. Overhead railway crossings—bridges, 4; height of lowest above surface of rail 20 feet 6 inches.

Gauge of track, 4 feet 9 inches; 266.20 miles.

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	268
Miles of wire	536
Operated by this company—miles of line	268
Miles of wire	536
Name of operating company—Lessees Georgia, Carolina and Northern Railway.	

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

Same as Seaboard Air Line System, page 121.

PROPERTY OPERATED.

Georgia, Carolina and Northern Railway—from Monroe, N. C., to Atlanta, Ga., 266.20 miles.
Seaboard Air Line—from Belt Junction to Wanda, 8.10 miles.

Western and Atlantic Railroad—from Wanda to Union Passenger Depot, 3 miles.

The Seaboard and Roanoke Railroad Company and the Raleigh and Gaston Railroad Company leased the Georgia, Carolina and Northern Railway, together with its equipment and all other property, both personal and real, for the term of its corporate existence. Lease dated July 1, 1889. The lessees agree to keep the road and property in good order for transaction of business, make all repairs, pay all taxes and other assessments out of the gross earnings. They are to retain 65 per cent. of the gross earnings, less taxes and other assessments, the remaining 35 per cent. to be applied as follows: 1. To keep up organization of the lessor company. 2. To pay interest on its bonds. 3. To payment of valid debts to lessees. 4. To payment of dividends on lessor's capital stock.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash	\$ 1,116 81	Loans and bills payable	\$ 25,568 08
Bills receivable	8,881 12	Audited vouchers and accounts	60,651 57
Due from Agents	9,411 30	Wages and salaries	26,149 89
Net traffic balances due from other companies	27,854 00	Miscellaneous	35,080 77
Due from solvent companies and individuals	70,964 81		
Total—cash and current assets	\$ 118,228 04		
Balance current liabilities	29,222 27		
Total	\$ 147,450 31	Total current liabilities	\$ 147,450 31

Materials and supplies on hand, \$29,222.27.

INCOME ACCOUNT—Entire Line.

Gross earnings from operation	\$ 613,482 18	
Less operating expenses	711,733 21	
Deficit		\$ 98,251 03
Miscellaneous income—less expenses	\$ 338,743 13	
Income from other sources		338,743 13
Total income		\$ 240,492 10
DEDUCTIONS FROM INCOME:		
Rents paid for lease of road	\$ 201,287 69	
Taxes	39,204 41	
Total deductions from income		240,692 10

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER :			
Passenger revenue	\$ 157,620 35		
Less repayments :			
Tickets redeemed		\$ 203 77	
Excess fares refunded		612 38	
Other repayments		2 09	
Total deductions		\$ 818 24	
Total passenger revenue			\$ 156,802 11
Mail			22,368 84
Express			8,854 00
Extra baggage and storage			1,250 98
Receipts from parlor, dining and sleeping cars			720 00
Total passenger earnings			\$ 189,995 93
FREIGHT :			
Freight revenue	\$ 429,265 30		
Less repayments :			
Overcharge to shippers		\$ 6,998 11	
Other repayments		3,154 76	
Total deductions		\$ 10,152 87	
Total freight revenue			\$ 419,112 43
Total freight earnings			\$ 419,112 43
Total passenger and freight earnings			\$ 609,108 36
OTHER EARNINGS FROM OPERATION :			
Telegraph companies	\$ 1,404 55		
Rents from tracks, yards, and terminals	1,181 40		
Rents not otherwise provided for	1,787 35		
Other sources	52		
Total other earnings			\$ 4,373 82
Total gross earnings from operation—North Carolina			\$ 32,207 81
Total gross earnings from operation—entire line			\$ 613,482 18

RENTALS RECEIVED.**FROM LEASE OF TRACKS.**

Tracks—Clinton to Dover, S. C., 2 miles. Operated by Columbia, Newberry and Laurens Railroad Company ; total, \$1,181.40.

MISCELLANEOUS INCOME.

Interest received.....	\$ 829 93
R. & G. R. R. Co., S. & R. R. Co.—represents guarantee of operating expenses	337,913 20
Total.....	\$ 338,743 13

OPERATING EXPENSES.

Maintenance of way and structures.....	\$ 130,805 48
Maintenance of equipment.....	45,500 87
Conducting transportation.....	472,476 03
General expenses.....	62,950 83
Grand total.....	\$ 711,733 21

Percentage of expenses to earnings—entire line, 116 per cent.

STATE OF NORTH CAROLINA.

Maintenance of way and structures.....	\$ 6,867 29
Maintenance of equipment.....	2,388 80
Conducting transportation.....	24,864 98
General expenses.....	3,304 92
Total.....	\$ 37,365 99

RENTALS PAID.

FOR LEASE OF ROAD.

Georgia, Carolina and Northern Railway Company.....	\$201,287 69
---	--------------

FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Trackage rights for passenger trains—Wanda, Ga., to Union Passenger Depot, Atlanta, Ga.

Name of company owning property leased—Nashville, Chattanooga and St. Louis Railway, lessees Western and Atlantic Railroad.

Total rent for track, \$5,000.

Yard, situated at Dover and owned by an individual. Rent paid, \$10.

Terminal—depot for passenger trains at Atlanta, Ga.; owned by the N. C. and St. Louis Railway, lessee Western and Atlantic Railroad. Rent paid, \$8,499.97.

Grand total rent paid, \$13,509.97.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General administration.....	39	12,204	\$ 13,209 63	\$ 1 08
Maintenance of ways and structures..	249	77,937	64,473 29	83
Maintenance of equipment.....	185	57,905	78,730 80	1 36
Conducting transportation.....	385	110,505	170,844 48	1 54
Total employees—entire line...	858	258,551	\$ 327,258 00	\$ 1 26

➔ RETURN TO B. R. LACY, ➔

➔ STATE TREASURER ➔

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BOARD OF RAILROAD COMMISSIONERS.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue-----	146,401			
Number of passengers carried one mile-----	6,848,530			
Number of passengers carried one mile per mile of road-----	527,951			
Average distance carried-----	46,779			
Total passenger revenue-----		156,802	11	
Average amount received from each passenger-----		1	07	104
Average receipts per passenger per mile-----			2	415
Total passenger earnings-----		189,995	93	
Passenger earnings per mile of road-----		565	46	
Passenger earnings per train mile-----			32	972
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue-----	187,054			
Number of tons carried one mile-----	24,397,630			
Number of tons carried one mile per mile of road---	87,983			
Average distance haul of one ton-----	130.43			
Total freight revenue-----		446,351	46	
Average amount received for each ton of freight---		2	38	622
Average receipts per ton per mile-----			1	829
Total freight earnings-----		446,351	46	
Freight earnings per mile of road-----		1,681	76	
Freight earnings per train mile-----		1	33	629
PASSENGER AND FREIGHT:				
Passenger and freight revenue-----		603,153	57	
Passenger and freight revenue per mile of road-----		2,175	09	
Passenger and freight earnings-----		636,347	39	
Passenger and freight earnings per mile of road-----		2,294	79	
Gross earnings from operation-----		640,721	21	
Gross earnings from operation per mile of road-----		2,310	57	
Gross earnings from operation per train mile-----			77	908
Operating expenses-----		711,733	21	
Operating expenses per mile of road-----		2,566	65	
Operating expenses per train mile-----			87	914
Deficit from operation-----		71,012	00	
Deficit from operation per mile of road-----		241	67	

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:

Steel, tons	125.7
Weight per yard, pounds	50
Average price per ton at distributing point	\$ 22 56

NEW TIES LAID DURING YEAR:

White and post-oak	42,987
Average price at distributing point	30c.
White and post-oak	13,000
Average price at distributing point	36 $\frac{1}{4}$ c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bitu- minous. Tons.	Wood— Soft. Tons.	Total Fuel Consumed Tons.	Miles Run	Average Pounds Consumed per Mile.
Passenger	101.63	4.21 $\frac{3}{4}$	103.73 $\frac{7}{8}$	4,487.75	46.23
Freight	132.93	4.05 $\frac{1}{4}$	134.05 $\frac{5}{8}$	4,311.81	62.60
Switching	42 85	1.85 $\frac{7}{8}$	43.78	1,070.83	81.77
Construction	15.60	.48 $\frac{5}{8}$	15.84 $\frac{1}{4}$	389.67	81.29
Total	293.01	10.61 $\frac{1}{2}$	298.31 $\frac{3}{4}$	10,260.06	58.15

ACCIDENT TO PERSONS.

	Killed.	Injured.
TRAINMEN:		
Coupling and uncoupling		33
Falling from trains and engines		6
Collisions		8
Derailment		2
At stations		5
OTHER EMPLOYEES:		
Falling from trains and engines		1
Other causes		27
PASSENGERS:		
Collisions		6
At stations		8
TRESPASSING:		
Collisions		1
NOT TRESPASSING:		
At highway crossings	3	
At stations		2
Other causes	1	

PALMETTO RAILROAD COMPANY.

HISTORY.

The Palmetto Railroad Company was organized January 10, 1884, under the laws of South Carolina, and of North Carolina, Acts of 1883.

Chartered by Legislature of South Carolina December 21, 1882, Act No. 7, part of 18 volume of Statutes at Large of State of South Carolina. Fourth section amended in 1884, Act 29, page 858, part of 18 volume, and same section amended again in 1886, Act No. 280, page 330, part of 19 volume State of South Carolina. Chartered by North Carolina Legislature in 1883, Act of North Carolina Legislature, chapter 92, page 146.

Road opened from Hamlet, N. C., to Cheraw, S. C., September, 1887.

The corporate powers of this company are those conferred in chapter 138, Acts 1871-'72, and chapter 90, Battle's Revisal, and subject to revocation at the will of the Legislature.

OFFICERS.

(See page 121.)

PROPERTY OPERATED.

Palmetto Railroad—from Hamlet to Cheraw, 18.20 miles. 7 miles in North Carolina.

CAPITAL STOCK.

Capital stock—common, number of shares authorized	3,000
Par value of shares	\$ 100 00
Total par value authorized	300,000 00
Total amount issued and outstanding	100,000 00
Capital stock—preferred, number of shares authorized	2,000
Par value of shares	100 00
Total par value authorized	200,000 00
Total amount issued and outstanding	200,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—preferred, total number of shares issued	2,000 00
Issued for incorporators for securing franchises, right-of-way, etc.—common stock	1,000
Total cash realized	200,000 00

CURRENT ASSETS AND LIABILITIES.

ASSETS.

Cash	\$ 1,950 91
Due from agents	1,014 34
Due from solvent companies and individuals	198 14
Other cash assets (excluding "Materials and Supplies")	4,549 35
Total cash and current assets	\$ 7,734 74
Balance current liabilities	216,480 58
Total	\$ 224,215 32

LIABILITIES.

Audited vouchers and and accounts	\$ 960 00
Wages and salaries	582 53
Net traffic balances due to other companies	583 66
Dividends not called for	12,000 00
Miscellaneous	210,089 13
Total current liabilities	\$ 224,215 32

RECAPITULATION.
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock.....	\$ 300,000 00	\$ 300,000 00	18.20	\$ 16,483 51
Current Liabilities.....	224,215 32	224,215 32	18.20	12,319 52
Total.....	\$ 524,215 32	\$ 524,215 32		\$ 28,803 03

FOR MILEAGE OPERATED.

Name of road—Palmetto Railroad.

Capital stock.....	\$ 300,000 00
Current liabilities.....	224,215 32
Total.....	\$ 524,215 32
Amount per mile of line (18.20 miles).....	28,803 03

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1893.	Cost Per Mile.
CONSTRUCTION:		
Right-of-way.....	\$ 3,361 49	\$ 184 67
Other real estate.....	822 75	45 20
Grading and bridge and culvert masonry.....	113,178 43	6,218 59
Bridges and trestles.....	51,149 07	2,810 88
Rails.....	66,388 52	3,647 72
Ties.....	12,790 62	702 78
Other superstructure.....	8,712 79	478 72
Buildings, furniture and fixtures.....	4,628 77	254 32
Engineering expenses.....	17,672 53	971 01
Purchase of constructed road.....	2,609 23	143 36
Other items.....	5,533 98	304 06
Total construction.....	\$ 286,848 18	\$ 15,760 89
EQUIPMENT:		
Locomotives.....	6,967 23	
Passenger cars.....	2,166 70	
Freight cars.....	1,395 25	76 66
Other cars of all classes.....	1,936 24	106 88
Floating equipment.....	349 05	19 18
Total equipment.....	12,814 47	704 08
Grand total cost construction, equipment, etc.....	\$ 299,662 65	\$ 16,464 91

INCOME ACCOUNT—Entire Line.

Gross earnings from operation	\$ 8,333 66	
Less operating expenses	14,801 68	
Deficit		\$ 6,468 02
Income from other sources	\$ 545 51	
Total income		\$ 8,879 17
Deficit		5,922 51
DEDUCTIONS FROM INCOME :		
Taxes		589 76
Deficit		\$ 6,512 27
Dividends, 6 per cent., preferred stock		12,000 00
Deficit from operations of year ending June 30, 1894		\$ 18,521 27
Deficit on June 30, 1893, [From "General Balance Sheet."]		98,305 66
Deficit on June 30, 1894, [For entry on "General Balance Sheet"]		\$ 116,817 93

EARNINGS FROM OPERATIONS—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repay'm'ts etc.	Actual Earnings.
PASSENGER :			
Passenger revenue	\$ 491 88		
Total passenger revenue			\$ 491 88
Mail			\$ 301 00
Express			8 65
Total passenger earnings			\$ 805 36
FREIGHT :			
Freight revenue	\$ 2,399 88		
Less repayments—Overcharge to shippers		\$ 47 55	
Total deductions		\$ 47 55	
Total freight earnings			\$ 2,399 88
Total passenger and freight earnings			\$ 3,205 24
OTHER EARNINGS FROM OPERATION :			
Other sources	\$ 210 91		
Total other earnings			\$ 210 91
Total gross earnings from operation—North Carolina			\$ 3,416 15
Total gross earnings from operation—entire line			\$ 8,879 67

OPERATING EXPENSES.

GENERAL EXPENSES:

Salaries of officers	\$ 1,320 00
General office expenses and supplies	14 84
Advertising	190 69
Insurance	488 40
Legal expenses	28 50
Stationery and printing	28 25
Other general expenses	152 20
Total	\$ 2,222 88

OPERATING EXPENSES:

Maintenance of way and structures	5,860 54
Maintenance of equipment	2,129 73
Conducting transportation	4,588 53
General expenses	2,222 88
Grand total	\$ 14,801 68

Percentage of expenses to earnings, entire line, 1.89.

OPERATING EXPENSES—STATE OF NORTH CAROLINA:

Maintenance of way and structures	\$ 2,254 00
Maintenance of equipment	819 07
Conducting transportation	1,764 56
General expenses	854 91
Total	\$ 5,692 54

Percentage of expenses to earnings—North Carolina, 1.89.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.	
			Increase.	Decrease.
Total.	ASSETS.	Total.		
\$ 286,848 18	Cost of road	\$ 286,848 18		
12,814 47	Cost of equipment	12,814 47		
5,578 65	Cash and current assets	7,734 74	\$ 2,256 09	
	OTHER ASSETS:			
100,000 00	Charter	100,000 00	18,502 27	
98,305 66	Profit and loss	116,817 93		
\$ 503,546 96	Grand total	\$ 524,215 32	\$ 20,758 36	
	LIABILITIES.			
\$ 300,000 00	Capital stock	\$ 300,000 00		
203,546 96	Current liabilities	224,215 32	\$ 20,668 36	
\$ 503,546 96	Grand total	\$ 524,215 32		

DESCRIPTION OF EQUIPMENT.

LOCOMOTIVES OWNED AND LEASED:

Passenger, number	1
Fitted with Westinghouse air-brake.	

CARS OWNED AND LEASED—IN PASSENGER SERVICE:

Combination, number	1
---------------------------	---

CARS IN FREIGHT SERVICE:

Box cars, number	2
Flat cars, number	2
Total	4
Total cars owned and in service	5

MILEAGE.

MILEAGE OF ROAD OPERATED.

Miles of single track—line represented by capital stock, main line	18.20
Rails, steel (miles)	18.20

MILEAGE OF LINE BY STATES.

South Carolina—line represented by capital stock, main line	11.20
North Carolina—line represented by capital stock, main line	7.00
Total mileage operated (single track)	18.20

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Pine—number	2,801
Average price at distributing points	19 50

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Wood—soft, cords	130.00
Total fuel consumed, tons	64.77
Miles run	4,392
Average pounds consumed per mile	24.31
Average price at distributing points, \$1.10.	

CHARACTERISTICS OF ROAD—North Carolina.

From Hamlet, N. C., to Cheraw, S. C., miles	18.20
Alignment—number of curves	21
Aggregate length of curved lines, miles	5.05
Length of straight line, miles	13.15
Length of level line, miles	3.78
Profile—Ascending grades—number	15
Sum of ascents, feet	1,245
Aggregate length of ascending grades, miles	5.72
Descending grades—number	20
Sum of descents, feet	2,095
Aggregate length of descending grades, miles	8.70

RALEIGH AND AUGUSTA AIR-LINE RAILROAD.

HISTORY.

The Raleigh and Augusta Air-Line Railroad Company was organized April, 1861, as Chatham Railroad Company (name changed under Act December 13, 1871) under laws of North Carolina, Acts February 15, 1861, February 10, 1862, February 5, 1863, March, 1868, August 3, 1868, August 15, 1868, September 17, 1868, December 18, 1868, April 10, 1869, December 13, 1871.

Main line completed September 13, 1877; is controlled by the Raleigh and Gaston Railroad Company.

No limitation as to duration of corporate powers, in the original Act ratified the 15th day of February, 1861.

The Chatham Railroad Company was chartered 1855, for the purpose of effecting railroad communication between Deep River at or near the coal fields in the county of Chatham and the city of Raleigh, or some point on the North Carolina Railroad west of the city of Raleigh, with a capital stock of \$800,000.

Pittsboro Railroad—a branch of the Raleigh and Augusta Air-Line—Moncure to Pittsboro, twelve miles. Chartered in 1886, and road built and opened in same year. Leased to the Raleigh and Augusta Air-Line Railroad Company, which practically owns the road.

OFFICERS.

See S. A. L. System, page 121.

PROPERTY OPERATED.

Raleigh and Augusta Air Line Railroad—from Raleigh, N. C., to Gibson, N. C., miles	107.27
Pittsboro Railroad—from Moncure, N. C., to Pittsboro, N. C., miles	12
Total	119.27

CAPITAL STOCK.

Capital stock—number of shares authorized	8,736
Par value of shares	\$ 100 00
Total par value authorized	873,600 00
Total amount issued and outstanding	873,600 00
Issued for cash—total number of shares issued	8,736
Total cash realized	873,600 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond—First mortgage. Date of issue, 1886. When due, 1926.	
Amount of authorized issue	\$ 1,000,000 00
Amount issued	1,000,000 00
Amount outstanding	1,000,000 00
Cash realized on amount issued	1,000,000 00
Rate of interest, 6 per cent.; payable January and July.	
Amount of interest accrued during year	60,000 00
Amount of interest paid during year	60,000 00

EQUIPMENT TRUST OBLIGATIONS—GENERAL STATEMENT.

Series or other designation—S. A. L. Car Trust. Date of issue, March 1, 1893. Term, 10 years
Equipment covered: 14 locomotives, 4 passenger cars, 4 passenger and baggage cars, 4 mail and express cars, 27 freight cars, 35 stock cars, 15 caboose cars.

STATEMENT OF AMOUNT.

Series or other designation—One-half S. A. L. Car Trust.	
Deferred payments—principal, original amount	\$ 125,000 00
Amount outstanding	118,750 00
Deferred payments—interest, original amount	6,250 00
Amount accrued during year	3,125 00
Amount paid during year	3,125 00
Rate	5 per cent.

RECAPITULATION OF FUNDED DEBT.

Mortgage Bonds—amount issued	\$ 1,000,000 00
Amount outstanding	1,000,000 00
Amount of interest accrued during year	60,000 00
Amount of interest paid during year	60,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash	\$ 17,806 89	Loans and bills payable	\$ 193,500 00
Bills receivable	5,830 25	Audited vouchers and accounts	17,554 26
Due from agents	3,034 57	Wages and salaries	7,984 14
Net traffic balances due from other companies	79,704 78	Miscellaneous	285,596 79
Due from solvent companies and individuals	12,049 91		
Total—cash and current assets	\$ 117,925 90		
Balance current liabilities	386,709 29	Total—current liabilities	\$ 504,635 19
Total	504,635 19	Total	\$ 504,635 19

Materials and supplies on hand, \$1,811.61.

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock	\$ 873,600 00	\$ 873,600 00	107.27	\$ 8,143 94
Bonds	1,000,000 00	1,000,000 00		9,322 27
Equipment trust obligations	118,750 00	118,750 00		1,048 07
Current liabilities	504,635 19	504,635 19		4,713 67
Total	\$ 2,496,985 19	\$ 2,496,985 19		\$ 23,227 95

FOR MILEAGE OPERATED.

Raleigh and Augusta Air-Line—capital stock	\$ 873,600 00
Funded debt	1,000,000 00
Current liabilities	504,635 19
Total	\$ 2,378,235 19
Amount per mile of line (107.27 miles)	22,179 88

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
CONSTRUCTION:				
Bridges and trestles.....	\$ 15,292 73			
Buildings, furniture and fixtures.....	1,213 99			
Sidings and yard extensions.....	7,420 98			
Other items	320 23			
Total construction.....	\$ 24,217 93	\$ 1,907,486 99	\$ 1,931,734 92	\$ 18,008 15
Total equipment.....		47,199 08	46,865 74	436 89
Grand total cost construction, equipm't, etc.—North Carolina	\$ 24,217 73	\$ 1,954,686 07	\$ 1,978,600 66	\$ 18,445 05

INCOME ACCOUNT.

Gross earnings from operation	\$ 350,900 91	
Less operating expenses	318,464 85	
Income from operation		\$ 32,436 06
Miscellaneous income—less expenses.....	\$ 6,010 58	
Income from other sources.....		6,010 58
Total income		\$ 38,446 64
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 60,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	732 21	
Taxes.....	5,378 29	
Total deductions from income		66,110 50
Deficit.....		\$ 27,663 86
Surplus from operations of year ending June 30, 1894		\$ 27,663 86
Deficit on June 30, 1893 [from "General Balance Sheet"].....		189,825 85
Deficit on June 30, 1894 [for entry on "General Balance Sheet"]..		\$ 217,489 71

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger revenue.....	\$ 52,382 02		
Less repayments—tickets redeemed.....		\$ 13 03	
Excess fares refunded		186 31	
Total deductions.....		\$ 199 34	
Total passenger revenue.....			\$ 52,182 68
Mail.....			7,976 53
Express			5,206 94
Extra baggage and storage			305 16
Receipts from parlor, dining, and sleeping cars.....			344 75
Total passenger earnings.....			\$ 66,016 06
FREIGHT:			
Freight revenue.....	\$ 275,331 58		
Less repayments—overcharge to shippers.....		\$ 9,557 54	
Other repayments		317 15	
Total deductions.....		\$ 9,874 69	
Total freight revenue.....			\$ 265,456 89
Total freight earnings			\$ 265,456 89
Total passenger and freight earnings.....			\$ 331,472 95
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance.....	\$ 14,837 14		
Telegraph companies.....	806 50		
Rents not otherwise provided for.....	2 67		
Other sources.....	3,781 65		
Total other earnings.....			\$ 19,427 96
Total gross earnings from operation—N. C.....			\$ 350,900 91

BONDS OWNED.

Carolina Central Railroad, Shelby Division—total par value	\$ 7,000 00
Rate of interest.....	6 per cent.
Valuation	5,337 50
Carolina Central Railroad, second mortgage income bonds—total par value ..	41,000 00
Valuation	10,250 00
Total par value, \$48,000.00. Total valuation, \$15,587.50.	

MISCELLANEOUS INCOME.

Outside rent—net miscellaneous income.....	\$ 2,010 12
Interest received—net miscellaneous income	4,000 46
Total.....	\$ 6,010 58

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway.....	\$ 34,132 37
Renewals of rails.....	5,557 00
Renewals of ties.....	13,811 66
Repairs of bridges and culverts.....	3,875 59
Repairs of fences, road-crossings, signs and cattle-guards.....	350 38
Repairs of buildings.....	3,959 29
Repairs of telegraph.....	400 36
Other expenses.....	79 49
Total.....	\$ 62,166 14

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives.....	6,273 47
Repairs and renewals of passenger cars.....	1,944 88
Repairs and renewals of freight cars.....	7,661 61
Shop machinery, tools, etc.....	193 82
Total.....	\$ 16,073 78

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen, and round-housemen.....	24,663 12
Fuel for locomotives.....	33,253 32
Water supply for locomotives.....	1,282 43
All other supplies for locomotives.....	2,164 18
Wages of other trainmen.....	15,434 37
All other train supplies.....	2,834 34
Wages of switchmen, flagmen, and watchmen.....	3,264 94
Expense of telegraph, including train dispatchers and operators.....	3,930 97
Wages of station agents, clerks and laborers.....	23,861 43
Station supplies.....	1,967 64
Switching charges—balance.....	74 44
Car mileage—balance.....	74,291 30
Loss and damage.....	11,242 98
Injuries to persons.....	1,171 49
Other expenses.....	266 47
Total.....	\$ 199,703 42

GENERAL EXPENSES:

Salaries of officers.....	\$ 9,955 15
Salaries of clerks.....	6,326 91
General office expenses and supplies.....	1,079 69
Agencies, including salaries and rents.....	5,959 66
Advertising.....	3,945 15
Insurance.....	1,836 99
Expense of fast freight lines.....	16 19
Expense of traffic associations.....	3,028 30
Rents for tracks, yards, and terminals.....	658 03
Rents not otherwise provided for.....	493 68
Legal expenses.....	1,197 90
Stationery and printing.....	4,135 80
Other general expenses.....	1,888 06
Total.....	\$ 40,521 51

RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	62,166 14
Maintenance of equipment.....	16,073 78
Conducting transportation.....	199,703 42
General expenses.....	40,521 51
Grand total.....	\$ 318,464 85

Percentage of expenses to earnings—entire line, 90.7.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Net Increase.
\$ 1,908,486 99	Cost of road.....	\$ 1,931,734 92	
47,199 08	Cost of equipment.....	46,865 74	
	Bonds owned.....	15,587 50	
34,984 09	Other permanent investments.....	35,984 09	
86,045 63	Cash and current assets.....	117,925 90	
	Other Assets—Equipment trust payments.....	10,835 72	
	Materials and supplies.....	1,811 61	
189,825 85	Profit and loss.....	217,489 71	
\$ 2,266,541 64	Grand total.....	\$ 2,378,235 19	\$ 111,693 55
	LIABILITIES.		
\$ 873,600 00	Capital stock.....	\$ 873,600 00	
1,000,000 00	Funded debt.....	1,000,000 00	
392,941 64	Current liabilities.....	504,635 19	
\$ 2,266,541 64	Grand total.....	\$ 2,378,235 19	\$ 111,693 55

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Raleigh, N. C., to Gibson, N. C. (107.27 miles). Amount of mortgage per mile of line—\$9,345.79.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers.....	12	3,756	\$ 9,955 15	\$ 2 65
General office clerks	27	8,451	6,326 91	75
Other employees:				
Station agents.....	18	5,634	8,786 00	1 56
Other station men	27	8,451	9,086 00	1 07
Enginemen	20	6,260	14,854 08	2 37
Firemen	20	6,260	8,780 20	1 40
Conductors	9	2,817	5,726 76	2 03
Other trainmen.....	19	5,947	5,947 00	1 00
Carpenters	6	1,878	1,905 44	1 02
Section foremen	13	4,069	6,639 36	1 63
Other trackmen.....	68	20,289	10,142 00	50
Switchmen, flagmen and watchmen.....	3	939	1,064 90	1 15
Telegraph operators and dispatchers.....	8	2,504	4,717 00	1 86
All other employees and laborers.....	35	10,955	5,821 24	53
Total (including "General Officers," N. C.)...	285	88,210	\$ 99,772 04	\$ 1 13
Less "General Officers".....	39	12,207	16,282 06	1 33
Total (excluding "General Officers," N. C.)...	246	76,003	\$ 83,489 98	\$ 1 09
DISTRIBUTION OF ABOVE:				
General administration.....	39	12,207	\$ 16,282 06	\$ 1 33
Maintenance of way and structures.....	81	24,358	16,781 36	69
Maintenance of equipment.....	6	1,878	1,905 44	1 02
Conducting transportation.....	159	49,767	64,803 18	1 30
Total (including "Gen'l Officers," Entire Line	285	88,210	\$ 99,772 04	\$ 1 33

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	72,327			
Number of passengers carried one mile.....	2,291,502			
Number of passengers carried one mile per mile of road	606,414			
Average distance carried.....	31.682			
Total passenger revenue.....		52,182	68	
Average amount received from each passenger.....			72	148
Average receipts per passenger per mile.....			2	277
Total passenger earnings.....		66,016	06	
Passenger earnings per mile of road.....			31	356
Passenger earnings per train mile.....			33	361
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	257,587			
Number of tons carried one mile.....	17,094,900			
Number of tons carried one mile per mile of road.....	151,712			
Average distance haul of one ton.....	66.36			
Total freight revenue.....		265,456	89	
Average amount received for each ton of freight.....		1	03	055
Average receipts per ton per mile.....			1	551
Total freight earnings.....		265,456	89	
Freight earnings per mile of road.....		2,225	68	
Freight earnings per train mile		1	55	152
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		317,639	57	
Passenger and freight revenue per mile of road.....		2,663	19	
Passenger and freight earnings.....		331,472	95	
Passenger and freight earnings per mile of road.....		2,779	18	
Gross earnings from operation		350,900	91	
Gross earnings from operation per mile of road.....		2,942	07	
Gross earnings from operation per train mile.....		96	40	3
Operating expenses.....		318,464	85	
Operating expenses per mile of road.....		2,670	12	
Operating expenses per train mile		87	49	2
Income from operation		32,436	06	
Income from operation per mile of road		271	96	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	PerCent.
PRODUCTS OF AGRICULTURE:				
Grain	26	643	663	.23
Flour	115	888	1,003	.39
Other mill products	18	663	681	.26
Cotton-seed meal	247	92	339	.15
Hay	-----	65	65	.02
Tobacco	1,871	2,753	4,624	1.79
Cotton	664	17,364	18,028	6.99
Fruit and vegetables	15,068	-----	15,068	5.84
Peanuts	20	-----	20	.1
Cotton-seed	24	-----	24	.1
PRODUCTS OF ANIMALS:				
Live stock	-----	95	95	.4
Dressed meats	1	351	352	.15
Other packing-house products	14	636	650	.25
Poultry, game and fish	2	-----	2	.00
Wool	16	72	88	.4
PRODUCTS OF MINES:				
Anthracite coal	-----	1,063	1,063	.41
Bituminous coal	1,551	7,595	9,146	3.57
Coke	3,008	194	3,202	1.24
Ores	-----	85	85	.4
Stone, sand, and other like articles	940	6,053	6,993	2.72
PRODUCTS OF FOREST:				
Lumber	21,445	27,006	78,451	30.46
Sumac	-----	10	10	.00
Staves	61	-----	61	.02
Shingles	2	80	82	.4

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
MANUFACTURES:				
Petroleum and other oils.....	39	424	463	.18
Cotton-mill product.....	120	87	207	.07
Sugar.....	37	1,010	1,047	.40
Naval stores.....	690	12,215	12,905	5.06
Iron, pig and bloom.....	11	-----	11	.00
Iron and steel rails.....	-----	48	48	.02
Other castings and machinery.....	13	1,066	1,079	.42
Bar and sheet metal.....	41	125	166	.05
Cement, brick and lime.....	17	149	166	.05
Agricultural implements.....	-----	3	3	.00
Wagons, carriages, tools, etc.....	14	10	24	.1
Wines, liquors and beers.....	13	43	56	.2
Household goods and furniture.....	158	794	952	.39
Salt.....	37	434	471	.15
Merchandise.....	47,511	48,089	95,600	37.10
Guano.....	346	3,248	3,594	1.40
Total tonnage—entire line.....	104,134	153,453	257,587	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	NAME.	No.	NAME.
LOCOMOTIVES—Owned and Leased:					
Freight-----	2	2	Westinghouse	2	Janney.
CARS—Owned and Leased—					
IN PASSENGER SERVICE:					
Combination cars-----	1			1	Janney.
IN FREIGHT SERVICE:					
Box cars-----	42			8	
Flat cars-----	53			1	Janney.
Total-----	98			9	
IN COMPANY'S SERVICE:					
Officers' and pay cars-----	1				
Total cars in service-----	99			9	
Total cars owned-----	99			9	

MILEAGE.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated under Contract, etc.	Total Mileage Operated.	RAILS.	
				Iron.	Steel.
	Main Line.				
Miles of single track-----	107.27	12	119.27	22.27	97.00
Miles of yard track and sidings-----			11.23	10.46	.77
Total mileage operated (all tracks)	107.27	12	130.50	32.73	97.77

MILEAGE OF LINE BY STATES.

North Carolina—line represented by capital stock, main line-----	107.27
Line operated under contract, etc-----	12.00
Iron rails-----	10.27
Steel rails-----	97.00

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:

Steel, tons----- 6,375

NEW TIES LAID DURING YEAR:

Pine and oak—number----- 54,390

Average price at distributing point----- .27

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consum'd per Mile.
	Bituminous.	Soft.			
Passenger-----	2,560	916	3,018	139,472	43.27
Freight-----	4,727	2,216	5,835	194,839	57.89
Switching-----	504	386	697	47,266	29.49
Construction-----		477	238.50	10,671	44.70
Total-----	7,791	3,995	9,788 50	392,248	49.91
Average cost at distributing point-----	\$2.75	\$1.40			

ACCIDENTS TO PERSONS.

	Killed.	Injured.
Collision—trainmen-----	1	1
Falling from trains and engines—trainmen-----	--	1
Other train accidents—trainmen-----	--	1
At stations-----	--	1
Other causes—trainmen-----	1	--
Total-----	2	4
Persons killed while trespassing-----	1	

CHARACTERISTICS OF ROAD—North Carolina.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			Profile
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Raleigh, N. C., to Hamlet, N. C.-----	96.95	95	25.17	71.78	18.03
Hamlet, N. C., to Gibson, N. C.-----	10.32	12	2.31	8.01	2.74
Moncure, N. C., to Pittsboro, N. C.-----	12.00	18	3.50	8.50	2.20
Total-----	119.27	125	30.98	88.29	22.97

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Raleigh, N. C., to Hamlet, N. C.-----	85	1,205	37.20	93	1,197	41.72
Hamlet, N. C., to Gibson, N. C.-----	9	60	2.82	18	80	4.76
Moncure, N. C., to Pittsboro, N. C.-----	15	152	7.50	12	99	2.30
Total-----	109	1,427	47.52	123	1,376	48.78

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES :							
Iron-----	1	594	6				
Wooden-----	1	501	2				
Total-----	2	1,095	8				
Trestles-----	25	511		10		350	

Overhead highway crossings, bridges, 3; height of lowest above surface of rail, 16 feet.

Gauge of track, 4 feet 9 inches, 107.27 miles.

Gauge of track, 4 feet 9 inches, 12 miles.

TELEGRAPH.
OWNED BY COMPANY.

Miles of line----- 97

Miles of wire----- 194

RALEIGH AND GASTON RAILROAD COMPANY.

HISTORY.

The Raleigh and Gaston Railroad Company was organized in the year 1836, under the laws of North Carolina, Acts of December, 1835, and January 6, 1845.

Reorganized September 11, 1851.

The road was opened from Raleigh to Gaston, in 1844, and extended to Weldon in 1852. The company owns a controlling interest in the Raleigh and Augusta Air-Line Railroad, and a large interest in the Durham and Northern Railroad, also the Carolina Central Railroad, and the Georgia, Carolina and Northern Railroad.

Charter expires ninety years from December, 1835. It was amended in 1839, '43, '45, '47, '49, '51, '52, '55, '61 ('66, ordinance of convention), '67. In 1871 the section requiring the officers to reside in North Carolina was repealed.

This road has been declared by the courts to be exempt from taxation under its charter, except upon its shares of stock. It is the most important link in the Seaboard Air-Line System, and was chartered by the General Assembly of 1835 for the purpose of effecting a communication by a railroad from some point in or near the city of Raleigh to the termination of the Greenville and Roanoke Railroad, at or near Gaston, on the Roanoke river, with a capital stock of \$800,000.

Exemption from taxation surrendered.

PROPERTY OPERATED.

Raleigh and Gaston Railroad—from Raleigh, N. C., to Weldon, N. C. (miles)-----	97
Louisburg Railroad—from Franklinton, N. C., to Louisburg, N. C. -----	10
Total miles of line-----	107

CAPITAL STOCK.

Capital stock, common—number of shares authorized -----	15,000
Par value of shares -----	\$ 100 00
Total par value authorized -----	1,500,000 00
Total amount issued and outstanding -----	1,500,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for reorganization, common—total number of shares issued and out- standing -----	1,500,000
Total cash realized -----	1,500,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1873. When due, 1898.	
Amount of authorized issue -----	\$ 1,000,000 00
Amount issued-----	1,000,000 00
Amount outstanding -----	1,000,000 00
Cash realized on amount issued -----	1,000,000 00
Rate of interest, 8 per cent. Payable January and July.	
Amount of interest accrued during year-----	80,000 00
Amount of interest paid during year -----	80,000 00

EQUIPMENT TRUST OBLIGATIONS.

Seaboard Air-Line Equipment, Series A; issued January 1, 1890, for a term of ten years.

Equipment covers: 3 passenger locomotives, 8 freight locomotives, 1 superintendent's car, 3 mail and express cars, 5 second-class passenger cars, 4 first-class passenger cars, 200 box cars, 15 caboose cars.

Seaboard Air-Line Equipment, Series B; issued January 1, 1891, for a term of ten years.

Equipment covers: 4 shifting engines, 4 freight locomotives, 4 passenger locomotives, 3 postal cars, 15 first-class passenger cars, 200 box cars, 25 coal gondolas.

FUNDED DEBT—Continued.**STATEMENT OF AMOUNT.**

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS, PRINCIPAL.		DEFERRED PAYMENTS, INTEREST.			
	Original Amount.	Amount Outstanding	Original Amount.	Amount Accrued During Year.	Amount Paid During Year.	Rate.
One-half Seaboard Air-Line Equipment, Series "A"-----	\$ 125,000 00	\$ 75,000 00	\$ 6,250 00	\$ 4,375 00	\$ 4,375 00	5
	125,000 00	87,500 00	6,250 00	5,625 00	5,625 00	5
One-half Seaboard Air-Line Equipment, Series "B"-----	\$ 250,000 00	\$ 162,500 00	\$ 12,500 00	\$ 10,000 00	\$ 10,000 00	

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued-----	\$ 1,000,000 00
Amount outstanding-----	1,000,000 00
Interest—amount accrued during year-----	80,000 00
Amount paid during year-----	80,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash-----	\$ 40,761 61	Audited vouchers and accounts-----	\$ 41,484 87
Bills receivable-----	610,530 34	Wages and salaries-----	16,082 97
Due from agents-----	4,740 94	Miscellaneous-----	66,054 50
Net traffic balances due from other companies-----	23,533 95	Total current liabilities-----	\$ 123,622 34
Due from solvent companies and individuals-----	300,828 35	Balance cash assets-----	856,772 85
Total-----	\$980,394 19	Total-----	\$ 980,395 19

Materials and supplies on hand, \$44,759.69.

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital stock-----	\$ 1,500,000 00	\$ 1,500,000 00	97	\$ 15,463 92
Bonds-----	1,000,000 00	1,000,000 00		10,309 27
Equipment trust obligations-----	250,000 00	250,000 00		2,577 32
Current liabilities-----	123,622 34	123,622 34		1,274 45
Total-----	\$ 2,873,622 34	\$ 2,873,622 34		\$ 29,624 96

RECAPITULATION—Continued.

FOR MILEAGE OPERATED.

Raleigh and Gaston Railroad—Capital stock	\$ 1,500,000 00
Funded debt	1,000,000 00
Current liabilities	123,622 34
Total	2,623,622 34
Amount per mile of line (97 miles)	27,047 64

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Right-of-way (not included in operating expenses)	\$ 1,144 00
Buildings, furniture and fixtures	4,627 68
Shop machinery and tools	4,289 00
Sidings and yard extensions	474 80
Total construction	\$ 10,535 48
Locomotives (not included in operating expenses)	2,133 33
Total construction and equipment	\$ 12,668 81
Total cost construction to June 30, 1893	1,571,845 69
Total cost equipment to June 30, 1893	95,437 65
Grand total construction and equipment to June 30, 1893	\$ 1,667,283 34
Total cost construction to June, 30, 1894	1,582,381 17
Total cost equipment to June 30, 1894	97,570 98
Grand total construction and equipment to June 30, 1894	\$ 1,679,952 15
Total cost construction per mile	16,313 21
Total cost equipment per mile	1,005 88
Grand total cost construction, equipment, etc., per mile	\$ 17,319 09

INCOME ACCOUNT.

Gross earnings from operation	\$ 507,781 97	
Less operating expenses	401,194 45	
Income from operation		\$ 106,587 52
Dividends on stocks owned	\$ 5,060 00	
Miscellaneous income, less expenses	42,721 87	
Income from other sources		47,781 87
Total income		\$ 154,369 39
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 80,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	696 75	
Taxes	13,837 81	
Other deductions	192,265 15	
Total deductions from income		286,797 71
Deficit		\$ 132,430 32
Deficit from operations of year ending June 30, 1894		\$ 132,430 32
Surplus on June 30, 1893 [from "General Balance Sheet"]		1,587,603 87
Surplus on June 30, 1894 [for entry on "General Balance Sheet"]		\$ 1,455,173 55

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments etc.	Actual Earnings.
PASSENGER :			
Passenger revenue.....	\$ 89,756 81		
Less repayments—			
Tickets redeemed.....		\$ 128 00	
Excess fares refunded		139 76	
Other repayments.....		35 00	
Total deductions.....		\$ 302 76	
Total passenger revenue.....			\$ 89,454 05
Mail.....			11,430 92
Express.....			8,616 73
Extra baggage and storage			633 29
Receipts from parlor, dining, and sleeping cars.....			240 00
Total passenger earnings.....			\$ 110,574 99
FREIGHT :			
Freight revenue.....	\$ 339,284 07		
Less repayments :			
Overcharge to shippers.....		\$ 8,088 21	
Other repayments		350 33	
Total deductions		\$ 8,438 54	
Total freight revenue.....			\$ 330,845 53
Total passenger and freight earnings.....			\$ 441,420 52
OTHER EARNINGS FROM OPERATION :			
Car mileage—Balance.....	\$ 55,241 60		
Telegraph companies.....	478 85		
Rents not otherwise provided for	180 00		
Other sources.....	10,461 00		
Total other earnings.....			\$ 66,361 45
Total gross earnings from operation—entire line.....			\$ 507,781 97

STOCKS OWNED.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Raleigh and Gaston R. R. Co.....	\$ 182,800 00			\$ 87,960 50
Raleigh and Augusta Air Line R. R.....	772,200 00			157,273 50
Louisburg R. R.....	100 00			45 00
Columbia, Newberry and Laurens R. R.....	5,000 00			5,001 00
Georgia, Carolina and Northern Railway Co...	250,000 00			250,000 00
Richmond, Fredericksburg and Potomac R. R..	8,000 00	7	\$ 560 00	9,695 00
Durham and Northern Railway Co.....	150,000 00	3	4,500 00	150,000 00
Carolina Southern R. R. Co.....	3,000 00			3,000 00
S. A. L. Belt R. R. Co.....	25,000 00			25,000 00
Total.....	\$ 1,396,100 00		\$ 5,060 00	\$ 687,975 00

BONDS OWNED.

Carolina Central Railroad, Shelby Division—total par value	\$ 100,000 00
Valuation	76,250 00
Second mortgage registered income bonds Carolina Central Railroad Com- pany, coupons attached—total par value	533,000 00
Valuation	474,541 08
Total par value, \$633,000.00. Total valuation, \$550,771.08.	

MISCELLANEOUS INCOME.

Outside rent.....	\$ 3,233 54
Interest received	39,488 33
Total	\$ 42,721 87

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$	30,987 03
Renewals of rails		757 86
Renewals of ties		19,239 91
Repairs of bridges and culverts		1,340 36
Repairs of fences, road crossings, signs and cattle guards		36 37
Repairs of buildings		10,454 42
Repairs of telegraph		596 48
Other expenses		1 75
Total	\$	63,414 18

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	\$	60,943 36
Repairs and renewals of passenger cars		12,441 13
Repairs and renewals of freight cars		24,843 02
Shop machinery, tools, etc.		5,812 55
Other expenses		8,771 83
Total	\$	112,811 89

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen	\$	25,110 17
Fuel for locomotives		42,807 05
Water-supply for locomotives		1,569 73
All other supplies for locomotives		2,139 66
Wages of other trainmen		15,113 07
All other train supplies		4,038 17
Wages of switchmen, flagmen, and watchmen		5,003 93
Expense of telegraph, including train dispatchers and operators		5,402 76
Wages of station agents, clerks and laborers		32,897 76
Station supplies		2,849 86
Switching charges—balance		76 17
Car mileage—balance		3,491 48
Loss and damage		11,981 98
Injuries to persons		4,613 30
Other expenses		318 46
Total	\$	157,413 55

GENERAL EXPENSES:

Salaries of officers	\$	15,228 97
Salaries of clerks		10,676 89
General office expenses and supplies		1,793 85
Agencies, including salaries and rent		9,349 74
Advertising		4,155 95
Insurance		9,474 29
Expense of fast freight lines		16 19
Expense of traffic associations		4,626 32
Rents for tracks, yards, and terminals		473 82
Rents not otherwise provided for		1,124 36
Legal expenses		1,674 27
Stationery and printing		6,287 74
Other general expenses		2,672 44
Total	\$	67,554 83

RECAPITULATION OF EXPENSES:

Maintenance of way and structures		63,414 18
Maintenance of equipment		112,811 89
Conducting transportation		157,413 55
General expenses		67,554 83
Grand total	\$	401,194 45

Percentage of expenses to earnings—entire line, 79.01.

RENTALS PAID.**FOR LEASE OF TRACKS, YARDS AND TERMINALS.**

Tracks, yards, etc., Raleigh, N. C.; owned by North Carolina Railroad Co., \$473.82.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Decrease.
\$ 1,571,845 69	Cost of road.....	\$ 1,582,381 17	
95,437 65	Cost of equipment	97,570 98	
687,975 00	Stocks owned	687,975 00	
451,791 08	Bonds owned.....	550,791 08	
117,735 28	Other permanent investments.....	70,694 91	
1,162,736 36	Cash and current assets	980,395 19	
25,959 67	Other assets—Equipment trust payments.....	64,227 87	
	Materials and supplies.....	44,759 69	
\$ 4,113,480 73	Grand total.....	\$ 4,078,795 89	\$ 34,684 84
	LIABILITIES.		
\$ 1,500,000 00	Capital stock	\$ 1,500,000 00	
1,000,000 00	Funded debt.....	1,000,000 00	
25,876 86	Current liabilities	123,622 34	
1,587,603 87	Profit and loss	1,455,173 55	
\$ 4,113,480 73	Grand total.....	\$ 4,078,795 89	\$ 34,684 84

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First Mortgage, from Raleigh, N. C., to Weldon, N. C., (miles) 97. Amount of mortgage per mile of line, \$10,309.28. All equipment, income and securities mortgaged.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers.....	12	3,756	\$ 15,228 97	\$ 4 01
General office clerks	27	8,451	10,676 89	1 26
Other employees:				
Station agents.....	18	5,634	10,165 80	1 81
Other station men.....	44	13,772	16,711 21	1 21
Enginemen	20	6,260	24,914 80	3 98
Firemen	20	6,260	6,260 00	1 00
Conductors	8	2,504	7,675 20	3 06
Other trainmen	43	13,459	13,505 80	1 00
Machinists.....	27	8,451	20,895 24	2 47
Carpenters	15	4,695	7,885 56	1 68
Other shopmen.....	58	18,154	27,624 12	1 52
Section foremen	14	4,382	6,720 00	1 53
Other trackmen.....	82	25,666	12,833 00	50
Switchmen, flagmen and watchmen.....	11	3,443	3,871 80	1 70
Telegraph operators and dispatchers	14	4,382	6,240 00	1 42
All other employees.....	65	20,345	18,598 78	91
Total (including "General Officers")—N. C.	478	149,614	\$ 209,807 17	\$ 1 42
Less "General Officers".....	39	12,207	25,905 86	2 12
Total (excluding "General Officers")—N. C.	439	137,407	\$ 183,901 31	\$ 1 34
DISTRIBUTION OF ABOVE:				
General administration.....	39	12,207	\$ 25,905 86	\$ 2 12
Maintenance of way and structures	96	30,048	19,553 00	65
Maintenance of equipment.....	100	31,300	56,404 92	1 80
Conducting transportation.....	243	76,059	107,943 39	1 42

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	100,906			
Number of passengers carried one mile.....	3,800,321			
Number of passengers carried one mile per mile of road	943,046			
Average distance carried	37,652			
Total passenger revenue.....		89,454	5	
Average amount received from each passenger.....			88	640
Average receipts per passenger per mile			2	353
Total passenger earnings		110,574	99	
Passenger earnings per mile of road.....		836	1	815
Passenger earnings per train mile.....			59	599
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	291,136			
Number of tons carried one mile	7,028,250			
Number of tons carried one mile per mile of road.....	65,864			
Average distance haul of one ton	24.14			
Total freight revenue		330,845	53	
Average amount received for each ton of freight		1	13	636
Average receipts per ton per mile			4	707
Total freight earnings.....		330,845	53	
Freight earnings per mile of road		3,092	1	
Freight earnings per train mile.....		1	61	339
PASSENGER AND FREIGHT:				
Passenger and freight revenue		420,299	58	
Passenger and freight revenue per mile of road		3,928	3	
Passenger and freight earnings.....		441,420	52	
Passenger and freight earnings per mile of road.....		4,125	42	
Gross earnings from operation.....		507,781	97	
Gross earnings from operation per mile of road.....		4,745	62	
Gross earnings from operation per train mile.....		1	42	996
Operating expenses		401,194	45	
Operating expenses per mile of road		3,749	48	
Operating expenses per train mile.....		1	12	964
Income from operation.....		106,587	52	
Income from operation per mile of road.....		996	14	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE:				
Cotton-seed meal -----	285	7,722	8,007	2.84
Grain -----	464	534	998	.37
Flour -----	868	1,811	2,679	.96
Other mill products -----	113	684	797	.28
Hay -----	-----	987	987	.35
Tobacco -----	9,445	2,832	12,277	3.38
Cotton -----	2,201	17,827	20,028	7.21
Fruit and vegetables -----	62	7,531	7,593	2.70
Peanuts -----	899	1,367	2,266	.81
Sumac -----	360	25	385	.14
PRODUCTS OF ANIMALS:				
Live stock -----	21	46	67	1.00
Dressed meats -----	38	323	361	.01
Other packing-house products -----	191	194	385	.14
Poultry, game and fish -----	34	248	282	.14
Wool -----	8	29	37	.10
Hides and leather -----	-----	224	224	.01
PRODUCTS OF MINES:				
Anthracite coal -----	823	823	1,646	.60
Bituminous coal -----	3,097	5,290	8,387	2.99
Stone, sand, and other like articles -----	3,537	32,110	35,647	9.21
PRODUCTS OF FOREST:				
Lumber -----	17,506	63,911	81,417	28.95
Shingles -----	27	-----	27	.01

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
MANUFACTURES:				
Petroleum and other oils.....	67	565	632	.23
Sugar.....	28	950	978	.35
Naval stores	1,739	13,472	15,211	5.27
Cotton mill products.....	56	1,026	1,082	.40
Other castings and machinery	29	-----	29	.01
Bar and sheet metal	15	-----	15	.00
Cement, brick and lime.....	292	112	404	.14
Agricultural implements	22	7	29	.01
Wagons, carriages, tools, etc.....	-----	20	20	.01
Wines, liquors and beers.....	44	57	101	.04
Household goods and furniture	236	584	820	.28
Salt	596	1,246	1,842	.64
Merchandise.....	14,674	57,821	72,495	25.81
Guano	4,995	5,045	10,040	3.56
Miscellaneous—Other commodities not mentioned above.....	219	2,722	219	.06
Cotton seed.....	2,722	-----	2,722	.99
Total tonnage—North Carolina.....	65,713	225,423	291,136	100.00

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased :					
Passenger-----	5	5	Westinghouse	5	Janney.
Freight -----	19	5	Westinghouse	19	Janney.
Switching -----	2			2	Janney.
Total locomotives in service -----	26	10	Westinghouse	26	Janney.
CARS—Owned and Leased— IN PASSENGER SERVICE:					
First-class cars -----	4	4	Westinghouse	4	Janney.
Second-class cars-----	7	7	Westinghouse	7	Janney.
Combination cars -----	6	6	Westinghouse	6	Janney.
Sleeping cars -----	3	3	Westinghouse	3	Janney.
Baggage, express, and postal cars-----	7	7	Westinghouse	7	Janney.
Total -----	27	27	Westinghouse	27	Janney.
IN FREIGHT SERVICE:					
Box cars -----	287	7	Westinghouse	116	Janney and Hinson.
Flat cars-----	398			111	Janney and Hinson.
Stock cars -----	3				
Other cars in freight service -----	28				
Total -----	716	7	Westinghouse	227	Janney and Hinson.
IN COMPANY'S SERVICE:					
Caboose cars-----	11			11	Janney.
Total cars in service -----	754	34		265	Janney and Hinson.

MILEAGE.**MILEAGE OF ROAD OPERATED.**

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Contract, etc.	Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.			Iron.	Steel.
Miles of single track	97		10	107	10	97
Miles of yard track and sidings	14.85			14.85	12.60	2.25
Total mileage operated (all tracks)	111.85		10	121.85	22.60	99.25

MILEAGE OF LINE OWNED.

North Carolina—line represented by capital stock, main line	97
Rails—Steel	97

RENEWALS OF RAILS AND TIES.**NEW TIES LAID DURING YEAR:**

Oak—number	42,552
Average price at distributing point	32 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS	WOOD— CORDS.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous	Soft.			
Passenger	3,101	238	3,220	145,818	49.4
Freight	7,079.25	273	7,218.75	211,617	81.1
Switching	627.50	671	960	50,013	43.1
Construction	28.25	211.75	105.25	11,031	21.5
Total	1,080.36	1,393.75	11,504	418,479	48.8
Average cost at distributing point	\$ 2.86	\$ 1.50			

ACCIDENT TO PERSONS.

TRAINMEN:	Killed.	Injured.
Coupling and uncoupling		2
Falling from trains and engines		1
Other train accidents		2
OTHER EMPLOYEES:		
Collisions	1	1
Other train accidents	1	
Other causes		3
PASSENGERS:		
Collisions	2	1
Other train accidents		1
Trespassing	2	

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			Profile
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
From Weldon to Raleigh	97	77	37.90	59.10	18.07
From Franklinton to Louisburg	10	14	3.90	6.10	2.19
Total	107	91	41.80	65.20	20.26

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Feet.	Number.	Sum of Descents Feet.	Aggregate Length of Descending Grades. Miles.
From Weldon to Raleigh	57	884	39.51	55	686	39.42
From Franklinton to Louisburg	15	88	2.59	25	110	5.22
Total	72	972	42.10	80	796	44.64

BRIDGES, TRETTLES, TUNNELS, ETC.

Bridges—Combination, number	6
Aggregate length, feet	2,310
Minimum length, feet	75
Maximum length, feet	325
Overhead highway crossing—bridge, 1; height above surface of rail, 20 feet.	
Gauge of track, 4 feet 9 inches; 97 miles.	

TELEGRAPH.

OWNED BY COMPANY.

Miles of line	97
Miles of wire	194
Operated by this company—miles of line	97
Miles of wire	194

OWNED BY ANOTHER COMPANY.

Western Union Telegraph Co.—miles of line	97
Miles of wire	194
I. J. Cheatham—miles of line	10
Miles of wire	10

ROANOKE AND TAR RIVER RAILROAD COMPANY.

HISTORY.

The Roanoke and Tar River Railroad Company was organized May 4, 1886, under the laws of the State of North Carolina, Act passed March 5, 1885.

OFFICERS.

See Seaboard Air-Line System, page 121.

TERMINALS.

Virginia and North Carolina State line to Lewiston, miles----- 32.30

PROPERTY LEASED.

LEASED TO SEABOARD AND ROANOKE RAILROAD COMPANY.

Agreement and lease, dated April, 1887, under which the Seaboard and Roanoke Railroad Company agrees to lease the road and all its property during the corporate existence of the company, and operate the same; to perform all of its duties to the public, including the payment of taxes, and to maintain the property, paying therefor at the rate of five thousand dollars for each mile of completed road per annum.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	550 00
Par value of shares.....	\$ 100 00
Total par value authorized.....	1,500,000 00
Total amount issued and outstanding.....	5,150 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common—total number of shares issued.....	515 00
Total cash realized, common.....	\$ 5,150 00
Ten per cent. of the subscription only has been called for.	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of Issue, 1887. When due, 1917.	
Amount of authorized issue.....	\$ 260,000 00
Amount outstanding.....	260,000 00
Cash realized on amount issued.....	260,000 00
Amount of interest accrued during year.....	15,600 00
Amount of interest paid during year.....	15,600 00
Rate of interest, 6 per cent. When payable, April and October.	

RECAPITULATION OF FUNDED DEBT.

Class of debt—first mortgage bonds, amount issued.....	\$ 260,000 00
Amount outstanding.....	260,000 00
Amount of interest accrued during year.....	15,600 00
Amount of interest paid during year.....	15,600 00

CURRENT ASSETS.

Cash ----- \$ 630 60

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock -----	\$ 5,150 00	\$ 5,150 00	32.3	\$ 159 44
Bonds -----	260,000 00	260,000 00	32.3	8,049 54
Total -----	\$ 265,150 00	\$ 265,150 00	32.3	\$ 8,208 98

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1892.	Total Cost to June 30, 1893.	Cost Per Mile.
CONSTRUCTION :			
Right-of-way -----	\$ 1,000 00	\$ 1,000 00	\$ 30 96
Other real estate -----	3,200 00	3,200 00	99 00
Grading and bridge and culvert masonry -----	85,000 00	85,000 00	2,651 59
Bridges and trestles -----	30,000 00	30,000 00	928 79
Rails -----	98,000 00	98,000 00	3,034 06
Ties -----	23,000 00	23,000 00	712 08
Buildings, furniture and fixtures -----	7,500 00	7,500 00	232 20
Engineering expenses -----	10,000 00	10,000 00	309 60
Interest during construction -----	5,500 00	5,500 00	170 29
Sidings and yard extensions -----	1,500 00	1,500 00	46 47
Other items -----	1,419 40	1,419 40	43 95
Total construction -----	\$ 266,119 40	\$ 266,119 40	\$ 8,238 99
Grand total cost construction -----	\$ 266,119 40	\$ 266,119 40	\$ 8,238 99

INCOME ACCOUNT.

Income from lease of road	\$ 16,250 00	
Total income		\$ 16,250 00
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 15,600 00	
Total deductions from income		15,600 00
Net income		\$ 650 00
Dividends, --- per cent., common stock	\$ 2,575 00	
Total		2,575 00
Deficit from operations of year ending June 30, 1894		1,925 00
Surplus on June 30, 1893, [from "General Balance Sheet,"]		3,525 00
Deductions for year		\$ 1,925 00
Surplus on June 30, 1894, [for entry on "General Balance Sheet"]		1,600 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
TOTAL.	ASSETS.	TOTAL.	Decrease.
\$ 266,119 40	Cost of road	\$ 266,119 40	
2,555 60	Cash and current assets	630 60	
\$ 268,675 00	Grand total	\$ 266,750 00	\$ 1,925 00
	LIABILITIES.		
\$ 5,150 00	Capital stock	\$ 5,150 00	
260,000 60	Funded debt	260,000 00	
3,525 00	Profit and loss	1,600 00	
\$ 268,675 00	Grand total	\$ 266,750 00	\$ 1,925 00

SEABOARD AND ROANOKE RAILROAD COMPANY.

HISTORY.

The Seaboard and Roanoke Railroad Company was organized July 5, 1847, under the laws of the State of Virginia, Act passed March 10, 1847.

United with the Roanoke Railroad Company, under Act passed February 1, 1848, by Virginia Assembly, and January 29, 1849, by North Carolina Assembly, Act to incorporate the Roanoke Railroad Company, ratified January 15, 1847. The former name of the company was Portsmouth and Roanoke Railroad Company, reorganized under Acts of Virginia, March 8, 1832.

The company has a large interest in the Carolina Central, the Raleigh and Gaston, the Raleigh and Augusta Air-Line, Georgia, Carolina and Northern, the Pittsboro and the Carthage Railroads.

The corporate powers of this company were granted for sixty years from the passage of the Act creating the Portsmouth and Roanoke Railroad Company, passed at the session of 1832.

This corporation was chartered for the purpose of making a railroad from the town of Portsmouth in the State of Virginia to some point on the Roanoke River, to be selected by the company.

OFFICERS.

See Seaboard Air-Line System, page 121.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Seaboard and Roanoke R. R.	Portsmouth, Va.	Weldon, N. C.	78.6	
Seaboard and Roanoke R. R.	Boykins, Va.	State Line, Va., N.C.	2.7	81.3
Roanoke and Tar River R. R.	State Line, Va., N.C.	Lewiston, N. C.	32.3	32.3
Total				113.6

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Auth'riz'd	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock—common	11,442	\$ 100 00	\$ 1,500,000 00	\$ 1,144,200 00		
Preferred	3,000	100 00	200,000 00	200,000 00	7	\$ 14,000 00
Second preferred	442	100 00	90,000 00	44,200 00	7	3,094 00
Total	13,884		\$ 1,790,000 00	\$ 1,388,400 00		\$ 17,094 00

MANNER OF PAYMENT FOR CAPITAL STOCK.				Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash—common				5,295	\$ 517,000 00
Issued for bonds—common				6,147	606,450 00
Preferred				2,442	244,200 00
Total				13,884	\$ 1,367,650 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—First mortgage bond. Date of issue, 1886. When due, 1926.	
Amount of authorized issue	\$ 2,500,000 00
Amount issued	2,500,000 00
Amount outstanding	2,500,000 00
Cash realized on amount issued	2,561,183 12
Rate of interest, 5 per cent. When payable, January and July.	
Amount of interest accrued during year	112,500 00
Amount of interest paid during year	112,500 00
Miscellaneous obligations. Date of issue, 1886. When due, 1916.	
Amount of authorized issue	690,000 00
Amount issued	690,000 00
Amount outstanding	690,000 00
Cash realized on amount issued	690,000 00
Rate of interest, 6 per cent. When payable, February and August.	
Amount of interest accrued during year	41,400 00
Amount of interest paid during year	41,400 00

EQUIPMENT TRUST OBLIGATIONS.

One-half S. A. L. Equipment, Series "A." Date of issue, January 1, 1890; term, ten years.

Equipment covered: 3 passenger locomotives, 8 freight locomotives, 1 superintendent's car, 3 mail, baggage and express cars, 5 second-class passenger cars, 4 first-class passenger cars, 200 box cars and 15 caboose cars.

One-half S. A. L. Equipment, Series "B." Date of issue, January 1, 1891; term, ten years.

Equipment covered: 4 shifting locomotives, 4 freight locomotives, 4 passenger locomotives, 3 postal cars, 5 first-class cars, 200 box cars and 25 coal gondolas.

One-half S. A. L. Car Trust; term ten years.

Equipment covered: 14 locomotives, 4 passenger cars, 4 passenger and baggage cars, 4 mail and express cars, 27 freight cars, 35 stock cars and 15 caboose cars.

STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	DEFERRED PAYMENTS, PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original Amount.	Amount Outstanding	Original Amount.	Amount Accrued During Year.	Amount Paid During Year.	Rate.
One-half Seaboard Air-Line, Equipment "A"	\$125,000 00	\$ 75,000 00	\$ 6,250 00	\$ 4,375 00	\$ 4,375 00	5
One-half Seaboard Air-Line, Equipment "B"	125,000 00	87,500 00	6,250 00	5,625 00	5,625 00	5
One-half Seaboard Air-Line Car Trust	125,000 00	112,500 00	6,250 00	3,125 00	3,125 00	5
Total	\$375,000 00	\$ 275,000 00	\$18,750 00	\$13,125 00	\$13,125 00	

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding	INTEREST:	
			Amount Accrued During Year	Amount Paid During Year
Mortgage bonds.....	\$ 2,500,000 00	\$ 2,500,000 00	\$ 112,500 00	\$ 112,500 00
Miscellaneous obligations.....	690,900 00	690,000 00	41,400 00	41,400 00
Total.....	\$ 3,190,000 00	\$ 3,190,000 00	\$ 153,900 00	\$ 153,900 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash.....	\$ 87,034 20	Audited vouchers and accounts.....	\$ 18,219 49
Bills receivable.....	490,304 39	Wages and salaries.....	18,957 87
Due from Agents.....	17,338 95	Miscellaneous.....	15,979 29
Net traffic balances due from other companies.....	22,665 02	Total current liabilities.....	\$ 53,156 65
Due from solvent companies and individuals.....	153,422 43	Balance—cash assets.....	717,608 34
Total—cash and current assets.....	\$ 770,764 99	Total.....	\$ 770,764 99

Materials and supplies on hand, \$41,121.31.

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportionment to Railroads.
Capital stock.....	\$ 1,388,400 00	\$ 1,388,400 00
Bonds.....	3,190,000 00	3,190,000 00
Equipment trust obligations.....	275,000 00	275,000 00
Current liabilities.....	53,156 65	53,156 65
Total.....	\$ 4,906,556 65	\$ 4,906,556 65

Capital stock—amount per mile of road (81.3 miles), \$60,351.25.

FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF LINE.	
					Miles	Amount.
Seaboard & Roanoke R. R.	\$ 1,388,400 00	\$ 3,190,000 00	\$ 53,156 65	\$ 4,631,556 65	81.3	\$ 56,968 71
Roanoke & Tar River.....	5,150 00	260,000 00	-----	265,150 00	32.3	8,065 00
Total.....	\$ 1,393,550 00	\$ 3,450,000 00	\$ 53,156 65	\$ 4,896,706 65	113.6	\$ 65,033 71

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total cost to June 30, 1893.	Total cost to June 30, 1894.	Cost per mile.
CONSTRUCTION :				
Right-of-way	\$ 4,500 00	\$ 118,075 00	\$ 122,575 00	\$ 1,507 60
Other real estate		402,668 20	402,668 20	4,952 86
Grading and Bridge and culvert masonry		450,000 00	450,000 00	5,535 05
Bridges and trestles		244,218 95	244,218 95	3,003 92
Rails		363,539 62	363,539 62	4,471 59
Ties		60,000 00	60,000 00	738 00
Other superstructures		29,330 16	29,330 16	360 76
Buildings, Furniture and Fixtures ..	6,613 15	203,649 79	210,262 94	2,586 26
Shop machinery and tools	135 25	30,230 77	30,366 02	373 53
Engineering expenses		34,104 66	34,104 66	419 50
Interest during construction		36,000 00	36,000 00	442 80
Telegraph line		7,890 82	7,890 82	97 06
Wharfing, etc		101,771 68	101,771 68	1,251 80
Sidings and yard extensions	1,864 91	38,534 90	40,399 81	496 92
Terminal facilities and elevators		147,885 08	147,885 08	1,819 00
Other items		321,964 64	321,964 64	3,960 20
Total construction	\$ 13,113 31	\$ 2,589,864 27	\$ 2,602,977 58	\$ 32,016 85
EQUIPMENT :				
Locomotives		60,000 00	60,000 00	738 00
Passenger cars		24,000 00	24,000 00	295 20
Sleeping, parlor and dining cars		7,450 00	7,450 00	91 63
Baggage, express and postal cars		6,000 00	6,000 00	73 80
Combination cars		11,997 80	11,997 80	147 58
Freight cars		155,514 79	155,514 79	1,912 86
Other cars of all classes	1,000 00	5,097 71	6,082 26	74 81
Floating equipment		21,591 54	21,591 54	265 58
Total equipment		\$ 291,651 84	\$ 292,651 84	\$ 3,599 46
Grand total cost of construction, equip- ment, etc	\$ 14,113 31	\$ 2,881,516 11	\$ 2,895,629 42	\$ 35,616 21
Total cost construction, equipment, etc., State of North Carolina	\$ 6,379 23	\$ 1,302,445 28	\$ 1,308,244 97	\$ 16,098 52

INCOME ACCOUNT—Entire Line.

Gross earnings from operation.....	\$ 730,700 97	
Less operating expenses.....	542,962 74	
Income from operation		\$ 187,738 23
Dividends on stocks owned.....	\$ 26,456 00	
Interest on bonds owned.....	42,518 00	
Miscellaneous income.....	48,845 38	
Income from other sources		117,819 38
Total income.....		\$ 305,557 61
DEDUCTIONS FROM INCOME :		
Interest on funded debt accrued.....	\$ 153,900 00	
Rents paid for lease of road	16,250 00	
Taxes	21,496 44	
Other deductions	177,488 29	
Total deductions from income		369,134 73
Deficit		\$ 63,577 12
Dividends, 7 per cent., preferred stock.....		17,094 00
Deficit from operations of year ending June 30, 1894.....		\$ 80,671 12
Surplus on June 30, 1893, [From "General Balance Sheet"]..		1,633,935 72
Surplus on June 30, 1894, [For entry on "General Balance Sheet"].....		\$ 1,553,264 60

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER :			
Passenger revenue	\$ 83,174 29		
Less repayments :			
Tickets redeemed		\$ 197 50	
Excess fares refunded		73 47	
Total deductions		\$ 270 97	
Total passenger revenue			\$ 82,903 32
Mail			11,710 21
Express			9,679 67
Extra baggage and storage			708 87
Total passenger earnings			\$ 105,002 07
FREIGHT :			
Freight revenue	\$ 558,157 34		
Less repayments :			
Overcharge to shippers		\$ 6,720 41	
Other repayments		266 32	
Total deductions		\$ 6,986 73	
Total freight revenue			\$ 551,170 61
Total freight earnings			\$ 551,170 61
Total passenger and freight earnings			\$ 656,172 68
OTHER EARNINGS FROM OPERATION :			
Car mileage—balance	\$ 53,476 19		
Switching charges—balance	2,486 64		
Telegraph companies	1,117 92		
Rents from tracks, yards, and terminals	12,789 56		
Other sources	4,657 98		
Total other earnings			\$ 74,528 29
Total gross earnings from operation—North Carolina			\$ 330,276 84
Total gross earnings from operation—entire line			\$ 730,700 97

STOCKS OWNED.

RAILWAY STOCKS.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Raleigh and Gaston Railroad Company-----	\$ 742,200 00			\$ 369,412 00
Old Dominion Steamship Company-----	187,600 00	6	\$ 11,256 00	221,870 00
Georgia, Carolina and Northern Railway Company	248,700 00			248,700 00
Baltimore Steam Packet Company-----	127 000 00	10	12,700 00	127,500 00
Seaboard and Roanoke Railroad-----	300 00			300 00
Roanoke and Tar River Railroad Company-----	500,000 00	5	2,500 00	5,000 00
Columbia, Newberry and Laurens Railroad-----	5,001 00			5,001 00
Carolina Southern Railroad Company-----	30,000 00			3,000 00
Seaboard Air-Line Belt Railroad Company-----	25,000 00			25,000 00
Total-----	\$1,865,801 00		\$ 26,456 00	\$ 1,005,783 00

BONDS OWNED.

NAME.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
RAILWAY BONDS:				
Richmond, Fredericksburg and Potomac R. R-----	\$ 1,400 00		\$ 98 00	\$ 557 00
Carolina Central R. R.—Shelby Division--	45,000 00			34,312 50
Carolina Central R. R-----	390,000 00			290,389 64
Raleigh and Augusta Air-Line R. R-----	456,000 00	6	27,360 00	456,000 00
Seaboard Air Line Belt R. R-----	600,000 00	6	15,000 00	510,625 00
Total-----	\$ 1,492,400 00		\$ 42,458 00	\$ 1,291,834 14
OTHER BONDS:				
Consolidated Compress-----	\$ 750 00		\$ 60 00	\$ 800 00
Total-----	\$ 750 00		\$ 60 00	\$ 800 00
Grand total-----	\$ 1,493,150 00		\$ 42,518 00	\$ 1,292,634 14

RENTALS RECEIVED.**FROM LEASE OF TRACKS AND TERMINALS.**

Tracks—Gary's to Weldon; operated by Petersburg Railroad Company-----	\$ 5,250 00
Shops to Gasport; operated by Atlantic and Danville Railway Co----	466 62
Total-----	\$ 5,716 62
Terminals—Sundries; various companies for wharfage-----	7,072 94
Grand total rents received-----	\$ 12,789 56

MISCELLANEOUS INCOME.

Premium on bonds sold-----	\$ 3,125 00
Outside rents-----	5,126 84
Interest received-----	40,593 54
Total-----	\$ 48,845 38

OPERATING EXPENSES.**MAINTENANCE OF WAY AND STRUCTURES:**

Repairs of roadway-----	\$ 39,541 95
Renewals of ties-----	13,692 17
Repairs of bridges and culverts-----	2,691 88
Repairs of fences, road-crossings, signs, and cattle-guards-----	666 52
Repairs of buildings-----	13,240 25
Repairs of docks and wharves-----	3,075 78
Repairs of telegraph-----	878 28
Other expenses-----	2 50
Total-----	\$ 73,789 33

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives-----	39,299 05
Repairs and renewals of passenger cars-----	14,922 97
Repairs and renewals of freight cars-----	32,864 19
Repairs and renewals of ferryboats, tugs, floats, and barges-----	4,132 26
Shop machinery, tools, etc-----	6,863 43
Other expenses-----	652 07
Total-----	\$ 98,733 97

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen, and roundhousemen-----	34,417 79
Fuel for locomotives-----	33,790 83
Water supply for locomotives-----	2,334 86
All other supplies for locomotives-----	1,621 36
Wages of other trainmen-----	17,258 12
All other train supplies-----	3,277 09
Wages of switchmen, flagmen, and watchmen-----	12,049 52
Expense of telegraph, including train dispatchers and operators-----	5,895 02
Wages of station agents, clerks, and laborers-----	101,090 70
Station supplies-----	2,992 05
Car mileage—balance-----	20,178 69
Loss and damage-----	16,970 03
Injuries to persons-----	1,251 59
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel and supplies-----	9,264 11
Other expenses-----	5,525 24
Total-----	\$ 267,917 00

OPERATING EXPENSES—Continued.

GENERAL EXPENSES:

Salaries of officers	\$ 19,466 79
Salaries of clerks	12,166 27
General office expenses and supplies	2,052 73
Agencies, including salaries and rent	16,167 28
Advertising	3,868 66
Insurance	22,841 48
Expense of fast freight lines	13 39
Expense of traffic associations	1,098 03
Rents for tracks, yards, and terminals	3,116 67
Rents not otherwise provided for	3,100 71
Legal expenses	4,402 44
Stationery and printing	9,228 49
Other general expenses	4,999 50
Total	\$ 102,522 44

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 73,789 33
Maintenance of equipment	98,733 97
Conducting transportation	267,917 00
General expenses	102,522 44
Grand total	\$ 542,962 74
Percentage of expenses to earnings—entire line, 74.3 per cent.	

STATE OF NORTH CAROLINA.

Maintenance of way and structures	\$ 33,352 77
Maintenance of equipment	44,627 75
Conducting transportation	121,698 48
General expenses	46,340 15
Total	\$ 245,419 15

RENTALS PAID.

FOR LEASE OF ROAD.

Roanoke and Tar River Railroad	\$16,250 00
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FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
TRACKS:				
Crawford street ..	Portsmouth, Va	City of Portsmouth	\$ 2,500 00	
North street	Portsmouth, Va	City of Portsmouth	100 00	
Total				\$ 2,600 00
TERMINALS:				
Offices	Various places	Sundries	\$ 516 67	
Total				516 67
Grand total rents				\$ 3,116 67

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Net Increase.
\$ 2,589,864 27	Cost of road.....	\$ 2,602,977 58	
291,651 84	Cost of equipment	292,651 84	
1,006,583 00	Stocks owned.....	1,005,783 00	
704,896 64	Bonds owned.....	1,292,634 14	
51,019 72	Other permanent investments.....	51,019 72	
955,402 81	Cash and current assets.....	770,764 99	
	OTHER ASSETS:		
47,056 20	Equipment trust payments.....	74,793 68	
38,834 26	Materials and supplies	41,121 31	
52,451 41	Old rails rented out.....	53,074 99	
\$ 5,737,760 15	Grand total.....	\$ 6,184,821 25	\$ 447,061 10
	LIABILITIES.		
\$ 1,302,900 00	Capital stock.....	\$ 1,388,400 00	
2,775,604 00	Funded debt.....	3,190,000 00	
25,320 43	Current liabilities.....	53,156 65	
1,633,935 72	Profit and loss.....	1,553,264 60	
\$ 5,737,760 15	Grand total.....	\$ 6,184,821 25	\$ 447,061 10

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage. From Portsmouth (Va.) to Weldon, N. C., 78.6 miles, and Branch, 2.7 miles.

EMPLOYEES AND SALARIES—Entire Line.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers.....	12	3,756	\$ 19,466 79	\$ 5 18
General office clerks.....	27	8,451	12,166 27	1 44
Other employees:				
Station agents.....	25	7,825	11,910 00	1 52
Other station men.....	27	8,451	9,270 00	1 09
Enginemen.....	21	6,573	24,459 72	3 72
Firemen.....	21	6,573	7,756 14	1 18
Conductors.....	11	3,443	8,053 68	2 34
Other trainmen.....	28	8,764	13,830 24	1 58
Machinists.....	9	2,717	6,135 36	2 26
Carpenters.....	41	12,733	26,512 20	2 08
Other Shopmen.....	48	14,924	24,326 12	1 63
Section foremen.....	13	4,069	7,140 00	1 75
Other trackmen.....	83	25,979	22,282 15	85
Switchmen, Flagmen, and Watchmen.....	31	9,703	10,739 76	1 11
Telegraph operators and dispatchers.....	10	3,130	6,218 00	1 99
Employees—account floating equipment.....	15	4,650	6,216 96	1 34
All other employees and laborers.....	154	48,202	49,648 06	1 03
Total (including "General Officers")—N. C....	576	179,943	\$ 266,131 45	\$ 1 48
Less "General Officers".....	39	12,207	31,633 06	2 59
Total (excluding "General Officers")—N. C....	537	167,736	\$ 234,498 39	\$ 1 39
DISTRIBUTION OF ABOVE:				
General administration.....	39	12,207	31,633 06	2 59
Maintenance of way and structures.....	96	30,648	29,422 15	79
Maintenance of equipment.....	98	30,474	57,073 68	1 87
Conducting transportation.....	343	106,614	148,002 56	1 39
Total (including "General Officers")—entire line	576	179,943	\$ 266,131 45	\$ 1 48

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Entire Line.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	101,670			
Number of passengers carried one mile	3,223,247			
Number of passengers carried one mile per mile of road	894,982			
Average distance carried	31,703			
Total passenger revenue		82,903	32	
Average amount received from each passenger			81	441
Average receipts per passenger per mile			2	820
Total passenger earnings		105,002	07	
Passenger earnings per mile of road		924	31	4
Passenger earnings per train mile			63	487
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	499,622			
Number of tons carried one mile	38,116,080			
Number of tons carried one mile per mile of road	335,529			
Average distance haul of one ton	76.29			
Total freight revenue		551,170	61	
Average amount received for each ton of freight		1	10	318
Average receipts per ton per mile			1	446
Total freight earnings		551,170	61	
Freight earnings per mile of road		4,851	85	
Freight earnings per train mile		2	32	262
PASSENGER AND FREIGHT:				
Passenger and freight revenue		634,073	92	
Passenger and freight revenue per mile of road		5,581	63	6
Passenger and freight earnings		656,172	68	
Passenger and freight earnings per mile of road		5,776	17	
Gross earnings from operation		730,700	97	
Gross earnings from operation per mile of road		6,432	22	
Gross earnings from operation per train mile		1	90	385
Operating expenses		542,962	74	
Operating expenses per mile of road		4,786	64	
Operating expenses per train mile		1	41	449
Income from operation		187,738	23	
Income from operation per mile of road		1,652	80	

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:					
Passenger -----	2	2	Westinghouse	2	Janney.
Freight -----	12	12	Westinghouse	12	Janney.
Switching -----	4				
Total locomotives in service -----	18	14		14	
CARS—Owned and leased—					
IN PASSENGER SERVICE:					
First-class cars -----	5	5	Westinghouse	5	Janney.
Second-class cars -----	3	3	Westinghouse	3	Janney.
Combination cars -----	4	4	Westinghouse	4	Janney.
Sleeping cars -----	1	1	Westinghouse	1	Janney.
Baggage, express and postal cars -----	5	5	Westinghouse	5	Janney.
Total -----	18	18		18	
IN FREIGHT SERVICE:					
Box cars -----	191	10	Westinghouse	157	Janney.
Flat cars -----	286	20	Westinghouse	111	Hinson.
Total -----	477	30		269	Janney.
IN COMPANY'S SERVICE:					
Caboose cars -----	2				
Other road cars -----	3				
Total cars owned -----	500	48		287	

MILEAGE.

MILEAGE OF ROAD OPERATED—(ALL TRACKS).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.			Iron.	Steel.
Miles of single track	78.60	2.70	32.30	113.60		113.60
Miles of yard track and sidings	23.90	.30	2.70	26.90	18	8.90
Total mileage operated (all tracks)	102.50	3.00	35.00	140.50	18	122.5

MILEAGE—Continued.**MILEAGE OF LINE OPERATED BY STATES.**

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Line Operated Under Trackage Rights.	Rails— Steel.
	Main Line	Branches and Spurs.			
Virginia	59.58	2.70	-----	62.28	62.28
North Carolina	19.02	-----	32.30	51.32	51.32
Total miles operated (single track)	78.60	2.70	32.30	113.60	113.60

MILEAGE OF LINE OWNED BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Rails— Steel.
	Main Line	Branches and Spurs.		
Virginia	59.58	2.70	62.28	62.28
North Carolina	19.02	-----	19.02	19.02
Total mileage owned (single track)	78.60	2.70	81.30	81.30

RENEWALS OF TIES.**NEW TIES LAID DURING YEAR:**

Oak—number	41,108
Average price at distributing point	35 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bitu- minous. Tons.	Wood— Soft. Tons.	Total Fuel Consumed Tons.	Miles Run	Average Pounds Consumed per Mile.
Passenger	2,990	94	3,087	149,763	45.49
Freight	6,883	172	6,919	275,029	56.35
Switching	1,407	101	1,457	161,086	20.28
Construction	157	9	162	14,846	24.44
Total	11,887	376	11,575	600,724	43.16
Average cost at distributing point	\$2.75.	\$2.00.			

ACCIDENTS TO PERSONS.

EMPLOYEES:		Killed.	Injured.
Coupling and uncoupling		1	
TRESPASSING.			
At highway crossings			1
Other causes			2

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			PROFILE.
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Portsmouth, Va., to Weldon, N. C.-----	78.60	30	12.90	65.70	42.40
Boykin, Va., to Lewiston, N. C.-----	35	20	2.95	32.05	19
Total -----	113.60	50	15.45	97.75	61.40

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Portsmouth, Va., to Weldon, N. C.-----	16	428	19.10	18	358	17.10
Boykin, Va., to Lewiston, N. C.-----	14	288	8.30	13	255	7.70
Total -----	30	716	27.40	31	613	25.80

BRIDGES, TRETTLES, TUNNELS, ETC.

Bridges, iron—number-----	13
Aggregate length, feet -----	3,432
Minimum length, feet -----	16
Maximum length, feet -----	1,800
Trestles—number -----	4
Aggregate length, feet -----	687
Minimum length, feet -----	24
Maximum length, feet -----	270
Overhead highway crossings, trestles—number -----	2
Height of lowest above surface of rail, feet-----	16
Overhead railway crossings, bridges—number-----	3
Height of lowest above surface of rail, feet-----	158
Overhead railway crossings, trestles—number-----	1
Gauge of track, four feet nine inches; 81.30 miles.	

TELEGRAPH.

OWNED BY COMPANY.

Miles of line-----	78.60
Miles of wire -----	78.60

OWNED BY ANOTHER COMPANY.

Miles of line-----	78.60
Miles of wire -----	78.60
Name of owner, Western Union Telegraph Company.	
Name of operating company, Western Union Telegraph Company.	

MISCELLANEOUS ROADS.

ABERDEEN AND WEST END RAILROAD COMPANY.

HISTORY.

The Aberdeen and West End Railroad Company was chartered February, 1889; organized October 21, 1889. Amended 1893.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President-----	A. F. Page-----	Aberdeen, N. C.
Secretary-Treasurer-----	Robert N. Page-----	Aberdeen, N. C.
Auditor-----	J. W. Phillips-----	Aberdeen, N. C.
General Superintendent-----	Junius R. Page-----	Aberdeen, N. C.
General Freight and Ticket Agent-----	Henry A. Page-----	Aberdeen, N. C.

PROPERTY OPERATED.

Aberdeen and West End—from Aberdeen to Candor, 25.25 miles. From West End to Little River, 3.75 miles.

CAPITAL STOCK.

Capital stock, common—number of shares authorized-----	1,500
Par value of shares-----	\$ 100 00
Total par value authorized-----	150,000 00
Total amount issued and outstanding-----	150,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—common, total number of shares issued during year-----	615
Cash realized on amount issued during year-----	61,500 00
Total number of shares issued and outstanding-----	1,500
Total cash realized-----	150,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation—20-year bonds. Date of issue, 1890. When due, 1910.

Amount of authorized issue per mile of track-----	\$ 2,000 00
Amount issued-----	50,000 00
Amount outstanding-----	50,000 00
Cash realized on amount issued-----	47,500 00
Amount of interest accrued during year-----	3,000 00
Amount of interest paid during year-----	3,000 00
Rate of interest, 6 per cent. When payable, January 1, July 1.	

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	\$ 50,000 00
Amount outstanding.....	50,000 00
Amount of interest accrued during year	3,000 00
Amount of interest paid during year	3,000 00

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding.....	\$ 150,000 00
Amount per mile of line, miles.....	29.75
Amount per mile of line, amount.....	5,042 01

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1894.
CONSTRUCTION:		
Right-of-way.....	\$ 100 00	\$ 100 00
Grading and bridge and culvert masonry.....	23,000 00	23,000 00
Bridges and trestles	600 00	600 00
Rails.....	68,250 00	68,250 00
Ties.....	9,000 00	9,000 00
Other superstructure.....	1,500 00	1,500 00
Shop machinery and tools.....	1,000 00	1,000 00
Engineering expenses.....	300 00	300 00
Interest during construction	3,200 00	3,200 00
Discount on securities sold for construction.....	3,200 00	3,200 00
Telegraph line	500 00	500 00
Total construction to date of this report.....		\$ 110,650 00
EQUIPMENT:		
Locomotives.....		16,500 00
Passenger cars		2,000 00
Freight cars.....		21,000 00
Other cars of all classes		1,000 00
Grand total cost construction, equipment, etc		\$ 151,150 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$ 44,002 00	
Less operating expenses.....	32,963 49	
Total income.....		\$ 11,038 51
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 3,000 00	
Taxes.....	498 00	
Total deductions from income.....		3,498 00
Net income		\$ 7,540 51

EARNINGS FROM OPERATION—North Carolina.**PASSENGER:**

Passenger revenue.....	\$ 1,765 00
Mail	1,084 12
Total passenger earnings	\$ 2,849 12

FREIGHT:

Freight revenue	40,312 88
-----------------------	-----------

OTHER EARNINGS FROM OPERATION:

Switching charges—balance	840 00
Total gross earnings from operation.....	\$ 44,002 00

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repair of roadway	\$ 2,815 00
Renewals of ties.....	1,124 00
Repairs of buildings	150 00
Repairs of telegraph.....	25 50
Other expenses	186 00
Total	\$ 4,310 50

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives.....	1,262 50
Repairs and renewals of passenger cars	490 15
Repairs and renewals of freight cars.....	887 84
Shop machinery, tools, etc	375 00
Other expenses	918 00
Total	\$ 4,033 49

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen, and roundhouse men.....	4,371 00
Fuel for locomotives.....	1,450 00
Water-supply for locomotives.....	425 00
All other supplies for locomotives.....	795 00
Wages of other trainmen.....	4,564 00
All other train supplies.....	210 00
Wages of switchmen, flagmen, and watchmen.....	180 00
Wages of station agents, clerks and laborers	2,165 00
Station supplies	380 00
Loss and damage.....	290 00
Other expenses	619 00
Total	\$ 15,449 00

GENERAL EXPENSES:

Salaries of officers	8,500 00
General office expenses and supplies	300 00
Insurance.....	18 00
Legal expenses	250 00
Stationery and printing	102 50
Total	\$ 9,170 00

RECAPITULATION OF EXPENSES:

Maintenance of way and structures.....	\$ 4,310 50
Maintenance of equipment	4,033 49
Conducting transportation.....	15,449 00
General expenses	9,170 50
Grand total	\$ 32,963 49

EMPLOYEES AND SALARIES—NORTH CAROLINA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.
General officers.....	4	939	\$ 8,500 00
Station agents.....	3	939	1,878 00
Other station men.....	2	612	287 00
Enginemen.....	3	939	2,212 00
Firemen.....	3	939	939 00
Conductors.....	1	312	625 00
Other trainmen.....	20	6,060	3,939 00
Machinists.....	2	610	1,220 00
Carpenters.....	1	160	320 00
Section foremen.....	2	620	930 00
Other trackmen.....	10	2,900	1,885 00
Switchmen, flagmen, and watchmen.....	2	----	180 00
Total (including "General Officers")—N. C.....			\$ 22,915 00
Less "General Officers".....			14,415 00

EQUIPMENT.

Three locomotives; two passenger cars; fifty-four flat cars; five gravel cars; three hand cars.

CHARACTERISTICS OF ROAD.**BRIDGES, TRESTLES, ETC.**

Wooden bridges, aggregate length, feet..... 50
 Gauge of track, 4 feet 9 inches—29 miles.

TELEGRAPH.**OWNED BY COMPANY.**

Miles of line, owned by company making this report..... 25
 Miles of line operated by company..... 36

OWNED BY ANOTHER COMPANY.

Miles of line..... 11
 Miles of wire..... 11
 Name of owner—A. & W. E. Road, and citizens of Troy.
 Name of operating company—Aberdeen and West End R. R. Co.

ABERDEEN AND ROCK FISH RAILROAD COMPANY.

HISTORY.

Organized July, 1893, under laws of the State of North Carolina, Act of the General Assembly, 1893. This company was chartered for the purpose of constructing a road from Aberdeen, N. C., to Fayetteville, N. C.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President-----	John Blue-----	Aberdeen, N. C.
Secretary-----	N. S. Blue-----	Aberdeen, N. C.
Freight and Passenger Agent-----	A. D. McLean-----	Aberdeen, N. C.

Nine miles have been completed through the counties of Moore and Cumberland.

PROPERTY OPERATED.

Aberdeen to Buffalo, 9.50 miles; Hilton to Rock Fish Creek, 2 miles.

Capital stock-----	\$ 46,300 88
Funded debt-----	12,680 50
Cost of road-----	36,102 00
Cost of equipment-----	4,987 00
Gross earnings-----	10,149 51
Operating expenses-----	6,340 00

EQUIPMENT.

One locomotive; one hand car.

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

Chartered in 1853; road opened in 1858.

The purpose of the Act of incorporation was to effect a railroad communication from the Atlantic through the center of the State to meet the Tennessee line from the most eligible point on the harbor of Beaufort, thence near Newbern, Trenton and Kinston, so as to strike the Wilmington and Weldon Railroad and to connect with the North Carolina Railroad at Goldsboro, with a capital stock of nine hundred thousand dollars.

In order to further effectuate this purpose, the same act incorporated the North Carolina and Western Railroad Company, with a capital of \$3,000,000, to commence on the North Carolina Railroad at or near the town of Salisbury, thence the most practicable route across the Blue Ridge to the Tennessee line, and provided that when these two companies should be formed in compliance with the conditions of the act, they should have a corporate existence as a body politic for the term of ninety-nine years.

This act of incorporation was amended by an act passed at the session of the Legislature of 1854-'55, providing that the company might at any time increase its capital to a sum sufficient to complete the road, and that whenever it should appear to the Board of Internal Improvements that one-third of the capital stock had been taken, by individuals or companies, and that \$300,000 of the same had been paid into the hands of the treasurer of the company, that the Board of Internal Improvements should be required to subscribe on behalf of the State to two-thirds of the capital stock of the company.

By virtue of this provision the State owns 12,666 shares of stock and controls the management of the road.

DIRECTORS.

APPOINTED BY THE STATE.

W. S. Chadwick, W. W. Carraway, W. L. Kennedy, W. T. Caho, Charles Dewey, Enoch Wadsworth, Samuel W. Latham, C. E. Foy.

ELECTED BY STOCKHOLDERS.

L. H. Cutler, J. M. Morehead, T. D. Webb, Dempsey Wood. Finance Committee—Thomas Daniels, S. I. Wooten, E. B. Hackburn.

OFFICERS.

W. S. Chadwick	.....	President.
F. C. Roberts	.....	Secretary and Treasurer.
S. L. Dill	.....	Auditor, General Freight and Passenger Agent.

LINE OF ROAD OPERATED.

From Goldsboro to Morehead, 95 miles.

GENERAL BALANCE SHEET.

To capital stock authorized.....	\$1,800,000 00
Less capital stock not issued.....	2,800 00
Capital stock outstanding.....	\$1,797,200 00
Receipts.....	171,494 87
First mortgage bonds.....	325,000 00
Due on open account—approved warrants.....	568 91
Due to railroad and steamboat companies.....	1,489 63
Due to agents.....	47 26
Due dividends, not called for.....	1,152 00
Profit and loss.....	113,186 91
	<u>\$2,410,139 58</u>
By construction and equipment.....	\$2,177,027 98
By disbursements.....	175,125 46
Due from agents.....	3,032 61
Due from railroad and steamship companies.....	4,574 60
Cash on hand, 30th June, 1894.....	50,378 93
	<u>\$2,410,139 58</u>

EARNINGS AND EXPENSES.

DR.	Amount.	CR.	Amount.
EARNINGS:		EXPENSES:	
From freight at stations	\$ 72,194 02	For conducting transportation.....	\$ 21,094 58
From passengers at stations.....	52,487 05	For motive power	20,300 20
From express.....	13,589 08	For maintenance of cars, including new cars.....	8,190 90
From U. S. mail.....	7,543 52	For maintenance of roadway.....	34,634 95
Total.....	\$ 145,814 57	For general expenses, including dividends to stockholders.....	70,986 61
From rents.....	166 00	Total.....	\$ 155,207 24
From sales of old material.....	22 24	Deduct this amount for dividends to stockholders, permanent improve- ments and extraordinary repairs, as per statement hereto annexed, not operating expenses.....	
From miscellaneous.....	474 91		43,714 97
Total.....	\$ 663 15	Total operating expenses.....	\$ 111,492 27
		Balance.....	34,985 45
Grand total	\$ 146,477 72	Grand total	\$ 146,477 72

OPERATING EXPENSES.

CONDUCTING TRANSPORTATION:

Agents and assistants at stations	\$ 6,544 91
Agents soliciting	1,236 00
Car cleaning and inspecting	392 03
Car service	1,296 03
Conductors, baggage-masters and brakemen	3,503 02
Drawback and allowance (errors in billing)	863 17
Fuel and lights for stations	410 61
Incidentals	151 58
Ice	7 85
Labor at stations	3,945 27
Loss and damage	380 17
Personal injury	53 30
Stationery and printing	1,094 39
Stock killed	432 25
Telegraph expenses, including operators	784 00
Total	\$ 21,094 58

MOTIVE POWER:

Engineers and firemen	6,037 30
Fuel for locomotives (wood)	5,765 68
Fuel and lights for shops	108 02
Incidentals	43 05
Locomotive engines, repairs of	3,807 66
Oil, tallow and waste	15 23
Patterns and tools, repairs of	360 73
Shops and engine-house, repairs of	164 37
Shop machinery, repairs of	254 59
Superintendence	1,555 00
Stationery and printing	7 00
Watchmen and engine-wipers	1,144 35
Wood and water-stations, repairs and expenses of	939 76
New tank and frame at Newport	97 46
Total	\$ 20,300 20

MAINTENANCE OF CARS:

Passenger, baggage, express and mail cars, repairs of	2,126 53
Incidentals	29 71
Ice for cars	238 34
Fuel and lights for cars	140 47
Freight cars, repairs of	2,257 79
New fish and express cars	2,798 25
New flat cars	413 98
New compartment in mail cars Nos. 12 and 13	150 00
Additional work on new fish and express car No. 20	35 83
Total	\$ 8,190 90

OPERATING EXPENSES—Continued.

MAINTENANCE OF ROADWAY:

Bridges and trestles, repairs of	\$ 3,220 75
Cross-ties and expenses of	9,535 31
Cars, road, repairs of	184 41
Depot grounds and buildings	345 94
Division houses	17 20
Frogs and switches	647 46
Fuel and lights	32 38
Incidentals	63 23
Platform and road crossings	161 19
Road-bed, repairs of	12,778 64
Superintendence	960 00
Tools and repairs of tools	102 75
Watchmen	1,589 00
Wharves and landing, repairs of	204 08
New steel rails	1,568 36
New addition to warehouse at Dover	68 51
Spikes	285 00
Wrecking	30 00
Turn-table	10 41
New sidings	750 71
New platforms	232 08
New addition to watchman house, Neuse River	77 14
New warehouse at Morehead City	456 17
Street crossings, repairs of	60 99
Culverts and cattle guards, repairs of	136 76
Pier shed at Newbern, repairs of	1,116 38
Total	\$ 34,634 95

GENERAL EXPENSES:

Coupons	19,500 00
Clerks, general office	706 00
Dividends to stockholders	35,950 00
Pay of directors, finance and other committees	495 00
Fuel and lights	91 92
Incidentals	209 44
Insurance	981 38
Legal expenses	619 75
Office expenses	241 90
Ice	15 50
Salary general officers	5,100 00
Stationery and printing	168 74
Taxes	6,578 52
Traveling expenses	168 45
Rent of lands	125 00
General office, repair of	35 01
Total	\$ 70,986 61

RECAPITULATION:

Conducting transportation	\$ 21,094 58
Motive power	20,300 20
Maintenance of cars (including new cars purchased)	8,190 90
Maintenance of roadway	34,634 95
General expenses, including dividends to stockholders	70,986 61
Grand total	\$ 155,207 24

EQUIPMENT.

Four passenger locomotives; two freight locomotives; one switching locomotive; eight passenger coaches; three combination cars; two express cars; two other cars; forty-one box cars; forty-five flat cars; six coal cars; six gravel cars.

ATLANTIC AND DANVILLE RAILROAD COMPANY.

Main line of road, Portsmouth, Va., to Danville, Va.; 206 miles.

Gauge of track, four feet eight inches.

The entire length in North Carolina, running through the counties of Person, Caswell and Granville, is $26\frac{1}{4}$ miles.

Gross earnings, entire line.....	\$ 496,051 30
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Gross earnings, North Carolina.....	38,655 17
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OFFICERS.

Alfred P. Thom, Receiver, Portsmouth, Va.

W. H. Taylor, General Freight Agent.

CAPE FEAR AND YADKIN VALLEY RAILWAY COMPANY.

HISTORY.

Organized April 2, 1879, under laws of the State of North Carolina, Act 25th February, 1879.

In the year 1883 a charter was obtained and the ground broken for the building of the Cape Fear, Yadkin and Pee Dee Railroad; but it was met by many difficulties, and being regarded as a doubtful experiment, the work was abandoned.

The Western Railroad Company was chartered by the General Assembly of the State of North Carolina December 24, 1852, and the Mount Airy Railroad Company was chartered April 4, 1871 (amended February 28, 1877, also February 11, 1879), consolidated under the name of the Cape Fear and Yadkin Valley Railway Company by Act of the Assembly, and ratified the 25th day of February, 1879, amended the 26th day of March, 1880, and February 27, 1883.

The consolidation as above stated was effected in general meeting of the stockholders of the Western Railroad Company, held in Fayetteville, N. C., April 3, 1879.

Name of the original corporation, the Western Railroad Company, reorganized as the Cape Fear and Yadkin Valley Railroad Company, under Act of the General Assembly, February 27, 1883, and consolidated with the Mount Airy Railroad Company under the name of the Cape Fear and Yadkin Valley Railway Company, for the purpose of extension.

The road was built from Fayetteville to Egypt, forty-three miles, in 1860, and extended from Egypt to Gulf, four miles, in March, 1879. Road opened between Gulf and Greensboro, June 19, 1884; from Fayetteville south to Maxton, August 1, 1884, and through from Greensboro via Fayetteville to Bennettsville, S. C., including the leased South Carolina Pacific Railway, on December 5, 1884.

Road opened from Greensboro to State line December 15, 1884, and extended from Greensboro to Belew's Creek, and branch built from Factory Junction to Millboro in 1886. In 1887 the main line was extended from Belew's Creek to Pilot Mountain, and 1888 from Pilot Mountain to Mount Airy. The Madison Branch was opened in December, 1888. An extension of the main line from Fayetteville to Wilmington, eighty-two miles, was opened February 17, 1890. The road is graded four miles beyond Mount Airy to the State line, where a connection with the Norfolk and Western is proposed.

The corporate powers granted to this company by the Act of the General Assembly of the 24th day of December, 1852, were to continue until the year 1900.

By Acts of the General Assembly, sessions 1879 and 1883, the State surrendered its interest in the road to a company of private citizens, and furnished convicts for the completion of the road (and branches) to the Virginia State line.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver-----	John Gill-----	Baltimore, Md.
President-----	W. A. Lash-----	Greensboro, N. C.
Secretary-----	John M. Rose-----	Fayetteville, N. C.
Treasurer-----	G. E. Ijanes-----	Fayetteville, N. C.
Attorney-----	George M. Rose-----	Fayetteville, N. C.
Auditor-----	Robert W. Bidgood-----	Fayetteville, N. C.
General Manager-----	J. W. Fry-----	Greensboro, N. C.
Chief Engineer-----	H. L. Fry-----	Greensboro, N. C.
Gen'l Freight and Passenger Agent-----	W. E. Kyle-----	Fayetteville, N. C.

PROPERTY OPERATED.**Cape Fear and Yadkin Valley Railway Company:**

Main line from Wilmington, N. C., to Mount Airy, N. C., miles	248.28
Bennettsville Branch, from S. C. State line to Fayetteville, N. C., miles	46.75
Factory Branch, from Climax, N. C., to Ramseur's, N. C., miles	18.74
Madison Branch, from Stokesdale, N. C., to Madison, N. C., miles	11.39
Granite Branch, from Mount Airy, N. C., to Flat Rock Quarry, N. C., miles ..	2.02
Furnace Branch, from Greensboro, N. C., to Iron and Steel Furnace, miles ..	1
	79.90

South Carolina Pacific Railway Company:

From South Carolina State line to Bennettsville, S. C., miles	10.50
Total	338.68

PROPERTY LEASED.

South Carolina Pacific Railway Co.—From South Carolina State line to Bennettsville, S. C.
By what company operated—the Cape Fear and Yadkin Valley Railway Company.

Under what kind of contract operated—Lease.

Miles of line, 10.50.

The South Carolina Pacific Railway Company extends from Bennettsville, S. C., to the State line between North and South Carolina, a distance of 10½ miles, and owns no equipment.

It is operated by the Cape Fear and Yadkin Valley Railway Company, under lease for thirty years from and after January, 1885. The amount of rental paid by the Cape Fear and Yadkin Valley Railway Company is the interest upon the first mortgage bond of the South Carolina Pacific Railway Company. The amount of said bond is \$104,600.00, bearing interest at the rate of six per cent. per annum.

The Cape Fear and Yadkin Valley Railway Company also pays all taxes and other expenses and keeps the road in good order.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	30,000
Par value of shares	\$ 100 00
Total par value authorized	3,000,000 00
Total amount issued and outstanding	1,972,900 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common—total number shares issued and outstanding	10,033
Issued for construction, common—total number shares issued and outstanding	9,696
Total	19,729
Issued for cash, common—total cash realized	\$ 1,003,300 00
Issued for construction, common—total cash realized	969,600 00
Total	\$ 1,972,900 00

Under the contract for construction and equipment of the Cape Fear and Yadkin Valley Railway Company, the North State Improvement Company receives \$5,000.00 per mile of road constructed and equipped as follows:

Wilmington Extension—main track and sidings, miles	86.35
Factory Branch—main track and sidings	19.29
Madison Branch—main track and sidings	11.66
Granite Branch—main track and sidings	2.22
Furnace Branch—main track and sidings	1.00
Mt. Airy Branch—main track and sidings	73.10
Total	193.92

at \$5,000.00 per mile, giving \$969,600.00, as per certificate of stock issued.

FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
FIRST MORTGAGE—				
Series A-----	\$ 1,500,000 00	\$ 1,500,000 00	\$ 1,500,000 00	\$ 1,500,000 00
Series B-----	734,000 00	734,000 00	734,000 00	734,000 00
Series C-----	820,000 00	820,000 00	820,000 00	820,000 00
Consolidated mortgage-----	1,868,700 00	1,868,700 00	1,868,700 00	1,868,700 00
Total-----	\$ 4,922,700 00	\$ 4,922,700 00	\$ 4,922,700 00	\$ 4,922,700 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year
FIRST MORTGAGE—				
Series A-----	6	} June 1 and Dec. 1. }	\$ 45,000 00	\$ 45,000 00
Series B-----	6		22,020 00	22,020 00
Series C-----	6		24,600 00	24,600 00
Consolidated Mortgage-----	6	Apr. 1 & Oct. 1.	Payable when	earned.
Total-----			\$ 91,620 00	\$ 91,620 00

The Consolidated Mortgage Bonds of \$1,868,700.00 are held by the North State Improvement Company. The interest on these bonds is not payable until earned.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds-----	\$ 3,054,000 00	\$ 3,054,000 00	\$ 91,620 00	\$ 91,620 00
Income bonds—"consolidated mortgage"-----	1,868,700 00	1,868,700 00		
Total-----	\$ 4,922,700 00	\$ 4,922,700 00	\$ 91,620 00	\$ 91,620 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash.....	\$ 34,483 87	Audited vouchers and accounts..	\$ 18,448 27
Due from agents.....	5,657 94	Wages and salaries.....	44,783 11
Net traffic balances due from other companies.....	6,936 74	Matured interest coupons unpaid	1,662 00
Due from solvent companies and individuals.....	12,584 96	Miscellaneous.....	398,065 73
Other cash assets.....	1,301 53		
Total—cash and current assets....	\$ 60,965 04	Total—current liabilities.....	\$ 462,959 11
Balance current liabilities.....	401,994 07		
Total.....	\$ 462,959 11	Total.....	\$ 462,959 11

Materials and supplies on hand, \$14,988.24.

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$ 1,972,900 00	\$ 1,972,900 00	328.18	\$ 6,011 64
Bonds.....	4,922,700 00	4,922,700 00	328.18	15,000 00
Current liabilities.....	462,959 11	462,959 11	328.18	1,410 69
Total.....	\$ 7,358,559 11	\$ 7,358,559 11	328.18	\$ 22,422 33

FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Current Liabili- ties.	Total.	AMOUNT PER MILE OF LINE.	
					Miles.	Amount.
Cape Fear and Yadkin Val- ley Railway Company---	\$1,972,900 00	\$4,922,700 00	\$462,959 11	\$7,358,559 11	328.18	\$ 22,422 33
South Carolina Pacific Railway Company-----	100,000 00	104,600 00		204,600 00	10.50	19,485 71
Total carried forward..	\$2,072,900 00	\$5,027,300 00	\$462,959 11	\$7,563,159 11	338.68	\$ 22,331 28

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost per Mile.
CONSTRUCTION:				
Right-of-way	\$ 30 00	\$ 1,543 75	\$ 1,573 75	\$ 4 80
Other real estate		341 00	341 00	1 04
Fences		240 18	240 18	73
Grading and bridge and culvert masonry ..	5,425 22	3,478 68	8,903 90	27 13
Bridges and trestles	17 82	7,386 81	7,404 63	22 56
Ties		397 11	397 11	1 21
Other superstructure		2,269 12	2,269 12	6 91
Buildings, furniture and fixtures	2,135 78	9,500 38	11,636 16	35 46
Shop machinery and tools		586 21	586 21	1 79
Telegraph line		66 92	66 92	20
Wharfing, etc		414 80	414 80	1 26
Sidings and yard extensions	294 15	28,012 66	28,306 81	86 25
Terminal facilities and elevators	116 56	2,538 94	2,655 50	8 09
Road built by contract		6,744,765 25	6,744,765 25	20,552 03
Other items		143 94	143 94	44
Total construction	\$ 8,019 53	\$ 6,801,685 75	\$ 6,809,705 28	\$ 20,749 90
EQUIPMENT:				
Locomotives		\$ 116,300 46	\$ 116,300 46	354 38
Passenger cars		68,352 73	68,352 73	208 28
Baggage, express and postal cars		298 58	298 58	91
Freight cars		293,386 42	293,386 42	893 98
Other cars of all classes		559 88	559 88	1 71
Floating equipment		758 77	758 77	2 31
Total equipment		\$ 479,656 84	\$ 479,656 84	\$ 1,461 57
Grand total cost construction, equip- ment, etc	\$ 8,019 53	\$ 7,281,342 59	\$ 7,289,362 12	\$ 22,211 47
Total cost construction, equipment, etc.—North Carolina	\$ 8,019 53	\$ 7,281,342 59	\$ 7,289,362 12	\$ 22,211 47

INCOME ACCOUNT.

Gross earnings from operation	\$ 478,426 84	
Less operating expenses	353,239 96	
Income from operation	\$ 125,186 88	\$ 125,186 88
Total income		\$ 125,186 88
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 91,620 00	
Rents paid for lease of road	6,276 00	
Taxes	19,020 13	
Total deductions from income	\$ 116,916 13	116,916 13
Net income		\$ 8,270 75
Surplus from operations of year ending June 30, 1894		\$ 8,270 75
Surplus on June 30, 1893 [from "General Balance Sheet"]		69,609 77
		\$ 77,880 52
Deductions for year		66,543 62
Surplus on June 30, 1894 [for entry on "General Balance Sheet"]		\$ 11,336 90

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger revenue.....	\$ 93,922 38		
Less repayments—tickets redeemed.....		\$ 392 47	
Other repayments.....		230 40	
Total deductions.....		\$ 622 87	
Total passenger revenue.....			\$ 93,299 51
Mail.....			28,058 42
Express.....			9,045 07
Extra baggage and storage.....			798 91
Total passenger earnings.....			\$ 131,201 91
FREIGHT:			
Freight revenue.....	\$ 346,138 79		
Less repayments—overcharge to shippers.....		\$ 6,820 74	
Total freight revenue.....			\$ 339,318 05
Total freight earnings.....			\$ 339,318 05
OTHER EARNINGS FROM OPERATION:			
Car mileage—balance.....			\$ 6,575 52
Rents not otherwise provided for.....			902 50
Other sources.....			428 86
Total other earnings.....			\$ 7,906 88
Total gross earnings from operation—N. C.....			\$ 478,426 84

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$ 54,362 41
Renewals of rails	145 36
Renewals of ties	17,346 47
Repairs of bridges and culverts	12,411 02
Repairs of fences, road crossings, signs and cattle guards	433 66
Repairs of buildings	2,453 63
Repairs of docks and wharves	523 94
Repairs of telegraph	241 27
Total	\$ 87,917 76

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	\$ 13,470 23
Repairs and renewals of passenger cars	8,232 48
Repairs and renewals of freight cars	14,372 54
Repairs and renewals of ferryboats, tugs, floats and barges	1,165 98
Shop machinery, tools, etc.	1,239 26
Total	\$ 38,480 49

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen	\$ 30,758 82
Fuel for locomotives	36,939 40
Water-supply for locomotives	1,174 95
All other supplies for locomotives	4,104 26
Wages of other trainmen	27,191 34
All other train supplies	2,342 73
Wages of switchmen, flagmen, and watchmen	5,441 82
Expense of telegraph, including train dispatchers and operators	8,775 54
Wages of station agents, clerks and laborers	48,955 08
Station supplies	2,151 28
Switching charges—balance	832 00
Car mileage—balance	2,440 63
Loss and damage	2,745 08
Injuries to persons	696 17
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel and supplies	6,030 97
Total	\$ 180,580 07

GENERAL EXPENSES:

Salaries of officers	\$ 16,635 85
Salaries of clerks	8,123 33
General office expenses and supplies	3,125 69
Agencies, including salaries and rent	1,011 01
Advertising	822 81
Insurance	5,794 38
Expense of traffic associations	1,096 15
Rents not otherwise provided for	3,329 55
Legal expenses	1,569 17
Stationery and printing	4,554 45
Other general expenses	199 25
Total	\$ 46,261 64

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 87,917 76
Maintenance of equipment	38,480 49
Conducting transportation	180,580 07
General expenses	46,261 64
Grand total	\$ 353,239 96

Percentage of expenses to earnings—N. C., 73.83.

RENTALS PAID.

FOR LEASE OF ROAD.

South Carolina Pacific Railway Company—interest on bonds guaranteed----- \$ 6,276 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.	
Total.		Total.	Increase.	Decrease.
\$ 6,801,686 75	Cost of road -----	\$ 6,809,705 28	\$ 8,019 53	
479,656 84	Cost of equipment -----	479,656 84		
	Other permanent investments-----	4,580 61	4,580 61	
131,654 04	Cash and current assets -----	60,965 04		\$ 70,689 00
16,265 75	Other assets—materials and supplies	14,988 24		1,277 51
\$ 7,429,262 38	Grand total-----	\$ 7,369,896 01		\$ 59,366 37
	LIABILITIES.			
\$ 1,972,900 00	Capital stock -----	\$ 1,972,900 00		
4,922,700 00	Funded debt-----	4,922,700 00		
464,052 61	Current liabilities -----	462,959 11	\$ 1,093 50	
69,609 77	Profit and loss -----	11,336 90	58,272 87	
\$ 7,429,262 38	Grand total -----	\$ 7,369,896 01	\$ 59,366 37	

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From	To	Miles.	
First mortgage, Series A ..	South Carolina State line	Greensboro-----	150	\$ 10,000 00
First mortgage, Series B...	Greensboro-----	Mount Airy -----	73.4	
First mortgage, Series C...	Wilmington -----	Fayetteville-----	82	
			305.4	\$ 15,000 00
Consolidated mortgage----	Wilmington-----	Mount Airy -----	248.28	
	South Carolina State line	Fayetteville -----	46.75	
	Stokesdale -----	Madison -----	11.39	
	Mount Airy -----	Flat Rock Quarry ---	2.02	
	Climax -----	Ramseur -----	18.74	
	Greensboro-----	Steel & Iron Furnace.	1	
			328.18	

SECURITY FOR FUNDED DEBT—Continued.

At a meeting of the stockholders, May, 1889, it was resolved for the purpose of extending their road, building additional branches, and for the purpose of providing the means of discharging all outstanding obligations of the company incurred in the construction and equipment of the same, and for the purpose of consolidating its mortgage indebtedness and of retiring Series A B and C bonds, that this company shall make, execute and deliver to the Mercantile Trust and Deposit Company of Baltimore, a deed of trust or mortgage on all the lines of road, property and franchise of the company, which shall be known as the Consolidated Mortgage on the 328.18 miles at \$15,000.00 per mile, \$4,922,700.00. The amount of Series A B and C bonds outstanding is \$3,054,000.00. This balance of \$1,868,700.00 consolidated mortgage bond is the property of the North State Improvement Company. The interest on this balance is not payable until earned.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers-----	8	2,504	\$ 16,635 85	\$ 6 64
Other officers-----	1	313	593 70	1 89
General office clerks-----	15	4,695	8,123 33	1 73
Other employees:				
Station agents-----	61	19,093	25,914 10	1 36
Other station men-----	59	18,467	16,913 39	92
Enginemen-----	25	7,825	24,810 11	3 17
Firemen-----	20	6,260	7,056 96	1 13
Conductors-----	21	6,573	14,540 09	2 21
Other trainmen-----	40	12,520	13,682 85	1 09
Machinists-----	11	3,443	7,996 65	2 32
Carpenters-----	21	6,573	8,511 09	1 29
Other shopmen-----	28	8,764	9,492 88	1 09
Section foremen-----	45	14,085	18,588 23	1 32
Other trackmen-----	245	76,685	40,990 09	52
Switchmen, flagmen and watchmen-----	22	6,886	7,344 39	1 07
Telegraph operators and dispatchers-----	17	5,321	8,766 93	1 65
Employees—account floating equipment-----	6	1,878	3,220 58	1 71
All other employees and laborers-----	8	2,504	3,222 61	1 28
Total (including "General Officers")—N. C.	653	204,389	\$ 236,403 83	\$ 1 16
Less "General Officers"—	8	2,504	16,635 85	6 64
Total (excluding "General Officers")—N. C.	645	201,885	\$ 219,767 98	\$ 1 09
DISTRIBUTION OF ABOVE:				
General administration-----	24	7,512	\$ 25,352 88	\$ 3 37
Maintenance of way and structures-----	290	90,770	59,578 32	66
Maintenance of equipment-----	60	18,780	26,000 62	1 38
Conducting transportation-----	279	87,327	125,472 01	1 44
Total (including "General Officers")—N. C.	653	204,389	\$ 236,403 83	1 16

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	111,998			
Number of passengers carried one mile.....	4,822,681			
Number of passengers carried one mile per mile of road	14,240			
Average distance carried.....	43.06			
Total passenger revenue.....		93,299	51	
Average amount received from each passenger.....			83	305
Average receipts per passenger per mile.....			1	935
Total passenger earnings.....		131,201	91	
Passenger earnings per mile of road.....		387	39	
Passenger earnings per train mile.....			70	527
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	264,768			
Number of tons carried one mile.....	25,472,843			
Number of tons carried one mile per mile of road.....	75,212			
Average distance haul of one ton.....	96.21			
Total freight revenue.....		339,318	05	
Average amount received for each ton of freight.....		1	28	157
Average receipts per ton per mile.....			1	332
Total freight earnings.....		339,318	05	
Freight earnings per mile of road.....		1,001	89	
Freight earnings per train mile		1	25	468
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		432,617	56	
Passenger and freight revenue per mile of road.....		1,277	36	
Passenger and freight earnings.....		470,519	96	
Passenger and freight earnings per mile of road.....		1,389	28	
Gross earnings from operation		478,426	84	
Gross earnings from operation per mile of road.....		1,412	62	
Gross earnings from operation per train mile.....		1	04	810
Operating expenses.....		353,239	96	
Operating expenses per mile of road.....		1,042	99	
Operating expenses per train mile.....			77	385
Income from operation.....		125,186	88	
Income from operation per mile of road		369	63	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE:				
Grain -----	1,100	7,215	8,215	3.10
Flour -----	1,742	12,108	13,850	5.23
Other mill products -----	971	3,893	4,864	1.84
Hay -----	145	1,496	1,641	.62
Tobacco -----	2,962	1,166	4,128	1.56
Cotton -----	8,748	3,034	11,782	4.45
Fruit and vegetables -----	1,614	855	2,469	.94
PRODUCTS OF ANIMALS:				
Live stock -----	413	381	794	.30
Dressed meats -----	793	1,402	2,195	.83
Other packing-house products -----	53	200	253	.10
Poultry, game and fish -----	84	103	187	.07
Wool -----	19	6	25	.01
Hides and leather -----	35	27	62	.03
PRODUCTS OF MINES:				
Anthracite coal -----	581	440	1,021	.39
Bituminous coal -----	853	65,234	66,087	24.96
Coke -----		292	292	.11
Stone, sand, and other like articles -----	15,011	189	15,200	5.74
PRODUCTS OF FOREST:				
Lumber -----	36,964	7,135	44,099	16.66

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	PerCent.
MANUFACTURES:				
Petroleum and other oils.....	539	1,258	1,797	.68
Sugar.....	346	798	1,144	.43
Naval stores	13,643	70	13,713	5.18
Iron, pig and bloom.....	4	123	127	.05
Iron and steel rails.....		111	111	.05
Other castings and machinery	407	1,869	2,276	.86
Bar and sheet metal.....	198	1,144	1,342	.51
Cement, brick and lime.....	1,406	1,696	3,102	1.17
Agricultural implements	31	182	213	.08
Wagons, carriages, tools, etc.....	91	680	771	.29
Wines, liquors and beers.....	256	332	588	.22
Household goods and furniture	430	388	818	.31
Merchandise.....	4,583	1,325	5,908	2.23
Miscellaneous—Other commodities not mentioned above.....	24,568	31,026	55,594	21.00
Total tonnage—North Carolina.....	118,590	146,178	264,768	100.00

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased :					
Passenger.....	6	6	Westinghouse	4	Thurmond.
Freight	14	5	Westinghouse		
Switching	4	3	Eames.		
		2	Eames.		
Total locomotives in service	24	16		4	
Less locomotives leased	4	4		4	
Total locomotives owned.....	20	12			
CARS—Owned and Leased—					
IN PASSENGER SERVICE:					
First-class cars	8	8	Westinghouse	8	Janney.
Second-class cars.....	7	7	Westinghouse	7	Janney.
Baggage, express, and postal cars.....	6	6	Westinghouse	6	Janney.
Total	21	21		21	
IN FREIGHT SERVICE :					
Box cars	310			1	Janney.
				226	Thurmond.
Flat cars.....	270			124	Thurmond.
				52	Janney.
Stock cars	20			12	Thurmond.
Total	600			415	
IN COMPANY'S SERVICE:					
Officers' and pay cars	1	1	Westinghouse	1	Janney.
Gravel cars	2				
Caboose cars.....	11			10	Thurmond.
Other road cars.....	10				
Total cars in service	645	22		447	
Less cars leased	221	1		221	
Total cars owned.....	424	21		226	

MILEAGE.**MILEAGE OF ROAD OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.			Iron.	Steel.
Miles of single track-----	248.28	79.90	10.50	338.68	18.66	320.02
Miles of yard track and sidings----	20.76	6.65	1.37	28.78	26.01	2.77
Total mileage operated (all tracks)	269.04	86.55	11.87	367.46	44.67	322.79

MILEAGE OF LINE BY STATES.**North Carolina :**

Line represented by capital stock, main line -----	248.28
Line represented by capital stock, branches and spurs -----	79.90
Total mileage operated -----	328.18
Rails, iron (miles) -----	18.66
Rails, steel (miles) -----	309.52

South Carolina :

Line operated under lease -----	10.50
Total mileage operated -----	10.50
Rails, steel (miles) -----	10.50

MILEAGE OF LINE OWNED.

North Carolina—line represented by capital stock, main line -----	244.28
Line represented by capital stock, branches and spurs -----	79.90
Total mileage owned -----	328.18
Rails, iron (miles) -----	18.66
Rails, steel (miles) -----	309.52

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak and pine—number	82,039
Average price at distributing point .....	.26

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consum'd per Mile.
	Bituminous.	Hard.			
Passenger.....	3,086	957	3,724	18,603.0	40.04
Freight	1,412	11,511	9,086	27,044.2	67.19
Switching	17	1,608	1,089	8,375	26
Construction—work train		1,659	1,106	4,255.2	51.98
Total	4,515	15,735	15,005	58,277.4	51.49
Average cost per ton and cord at distributing point.....	\$2.06	\$1.72			

ACCIDENTS TO PERSONS.

SWITCHMEN, FLAGMEN, AND WATCHMEN:		Killed.	Injured.
Coupling and uncoupling.....		1	
OTHER EMPLOYEES:			
At highway crossings		1	
Other causes		2	
PASSENGERS:			
At stations			1
Other causes		1	
OTHERS:			
Trespassing			2
Total.....		5	3

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.	Miles.	ALIGNMENT.			Profile
		Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.	Length of Level Line. Miles.
			Miles.	Miles.	
MAIN LINE :					
Wilmington to Fayetteville.....	82.45	18	3.13	79.32	16.65
Fayetteville to Greensboro.....	96.27	145	21.62	74.65	8
Greensboro to Mount Airy.....	69.56	170	20.05	49.51	5.07
BENNETTSVILLE BRANCH :					
Fayetteville to South Carolina State line...	46.75	47	5.46	41.29	7.28
FACTORY BRANCH :					
Climax to Ramseur.....	18.74	39	5.54	13.20	2.45
MADISON BRANCH :					
Stokesdale to Madison.....	11.39	30	4.28	7.11	1.50
GRANITE BRANCH :					
Mount Airy to Flat Rock Quarry.....	2.02	14	.93	1.09	.30
FURNACE BRANCH :					
180-Mile Post to Furnace.....	1	3	.41	.59	.17
Total	328.18	466	61.42	266.76	41.42

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of	Aggregate	Number.	Sum of	Aggregate
		Ascents.	Length of Ascending Grades.		Descents	Length of Descending Grades.
		Feet.	Feet.		Feet.	Miles.
MAIN LINE :						
Wilmington to Fayetteville.....	57	6,927.8	35.57	45	5,927.8	30.23
Fayetteville to Greensboro.....	70	22,956.7	47.82	66	15,682.1	40.45
Greensboro to Mount Airy.....	60	23,964.7	34.56	52	22,032.3	29.93
BENNETTSVILLE BRANCH :						
Fayetteville to S. C. State line...	38	5,650.4	23.43	41	4,777.8	16.04
FACTORY BRANCH :						
Climax to Ramseur.....	14	1,456.7	3.58	19	5,084.7	12.71
MADISON BRANCH :						
Stokesdale to Madison.....	7	1,384.3	2.33	10	5,360.3	7.56
GRANITE BRANCH :						
Mount Airy to Flat Rock Quarry.....	3	972.4	1.08	1	652	.64
FURNACE BRANCH :						
180-Mile Post to Furnace.....	3	175	.49	3	110	.34
Total	252	63,488	148.86	237	59,630	137.90

CHARACTERISTICS OF ROAD—Continued.**BRIDGES, TRESTLES, TUNNELS, ETC.**

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron -----	2	805		125		680	
Wooden -----	20	2,245		30		250	
Total -----	22	3,050					
Trestles -----	200	23,300		10		1,708	

Overhead highway crossings—trestles, 5; height of lowest above surface of rail, 15.07 feet.

Overhead railway crossings—under grade, 1; height above surface of rail, 16.05 feet.

Gauge of track, 4 feet 9 inches; 328.18 miles.

TELEGRAPH.**OWNED BY ANOTHER COMPANY.**

Miles of line ----- 328.18
Miles of wire ----- 549.94
Name of owner—Western Union Telegraph Company.
Name of operating company—Cape Fear and Yadkin Valley Railroad Company.

CARTHAGE RAILROAD.

HISTORY.

The Carthage Railroad Company was organized April 20, 1886, under the laws of the State of North Carolina; amended, 1891.

Road built during 1888. Formerly leased to the Raleigh and Augusta Air Line Railroad Company, which practically owns the road; lease transferred to W. C. Petty, Manly, N. C., on June 14, 1890.

No limitation as to duration of charter.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President-----	J. C. Black-----	Carthage, N. C.
Secretary-----	W. J. Adams-----	Carthage, N. C.
Treasurer-----	L. P. Tyson-----	Carthage, N. C.
Attorney-----	Black & Adams-----	Carthage, N. C.
General Manager-----	W. C. Petty-----	Carthage, N. C.

W. C. Petty, "Lessee," has entire management and control.

PROPERTY OPERATED.

Carthage Railroad—from Cameron, N. C., to Carthage, N. C., 10 miles.

PROPERTY LEASED.

The Carthage Railroad after being constructed was leased to the Raleigh and Augusta Air Line Railroad on the 23d day of August, 1888, for the term of ninety-nine years, the consideration being five dollars, which road operated the Carthage road until it was *subleased* to W. C. Petty, on the first day of June, 1890, for the term of ninety-seven years, and the road is now operated by said W. C. Petty.

CAPITAL STOCK.

Capital stock, common—number of shares authorized-----	10,000
Par value of shares-----	\$ 25 00
Total par value authorized-----	250,000 00
Total amount issued and outstanding-----	16,050 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—common, total number of shares issued-----	642
Total cash realized-----	\$ 16,050 00

RECAPITULATION.
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$ 16,050 00	\$ 16,050 00	10	\$ 1,605 00
Current liabilities.....	28,854 56	28,854 56		2,885 45
Total.....	\$ 44,904 56	\$ 44,904 56	10	\$ 4,490 45

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Total Cost to June 30, 1893.	Total Cost to June 30, 1894.	Cost Per Mile.
CONSTRUCTION :			
Right-of-way	\$ 15 00	\$ 15 00	\$ 1 50
Grading and bridge and culvert masonry	10,600 00	10,600 00	1,060 00
Bridges and trestles.....	950 00	950 00	95 00
Rails	24,000 00	24,000 00	2,400 00
Ties	5,400 00	5,400 00	540 00
Other superstructure.....	20 00	20 00	2 00
Engineering expenses, hauling.....	125 00	125 00	12 50
Other items.....	110 00	110 00	11 00
Total construction.....	\$ 41,400 00	\$ 41,400 00	\$ 4,140 00
EQUIPMENT :			
Locomotives	\$ 5,000 00	\$ 5,000 00	\$ 500 00
Passenger cars.....	1,800 00	2,100 00	210 00
Total equipment.....	\$ 6,800 00	\$ 7,100 00	\$ 710 00
Grand total cost construction, equipment, etc.....	\$ 48,200 00	\$ 48,500 00	\$ 4,850 00

INCOME ACCOUNT.

Gross earnings from operation	\$ 12,481 54	
Less operating expenses	8,991 46	
Income from operation		\$ 3,490 08
Total income		\$ 3,490 08
DEDUCTIONS FROM INCOME:		
Rents paid for lease of road	\$ 1,440 00	
Taxes	353 40	
Total deductions from income		1,793 40
Net income		\$ 1,696 68
Surplus from operations of year ending June 30, 1894		\$ 1,696 68
Surplus on June 30, 1893 [from "General Balance Sheet"]		548 76
Deductions for year		\$ 1,696 68
Surplus on June 30, 1894 [for entry on "General Balance Sheet"]		\$ 2,245 44

EARNINGS FROM OPERATIONS.

ITEM.	Total Receipts.	Actual Earnings.
PASSENGER:		
Passenger revenue	\$ 3,316 13	
Total passenger revenue		\$ 2,350 45
Mail		928 08
Express		28 95
Extra baggage and storage		8 65
Total passenger earnings		\$ 3,316 13
FREIGHT:		
Freight revenue	\$ 9,165 41	
Total freight revenue		\$ 9,165 41
Total passenger and freight earnings		\$ 12,481 54
Total gross earnings from operation—entire line		\$ 12,481 54

OPERATING EXPENSES.**GENERAL EXPENSES:**

Salaries of officers.....	\$ 1,200 00
Insurance.....	31 20
Stationery and printing.....	5 26
Total	\$ 1,236 46

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 3,000 00
Maintenance of equipment.....	1,200 00
Conducting transportation	3,555 00
General expenses.....	1,236 46
Grand total	\$ 8,991 46

RENTALS PAID.**FOR LEASE OF ROAD.**

Carthage Railroad	\$ 1,440 00
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COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
	TOTAL.	Increase.
Cost of road	\$ 41,400 00	
Cost of equipment.....	7,100 00	
Grand total.....	\$ 48,500 00	
LIABILITIES.		
Capital stock	\$ 16,050 00	
Current liabilities.....	30,204 56	
Profit	2,245 44	\$ 2,832 45
Grand total.....	\$ 48,500 00	

EMPLOYEES AND SALARIES—North Carolina.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers.....	1	312	\$ 1,200 00	\$ 3 85
Other employees:				
Station agents.....	3	936	900 00	97
Other station men.....	1	312	1,800 00	57
Enginemen	1	312	600 00	1 92
Firemen	1	312	300 00	1 00
Other trainmen.....	2	624	360 00	57
Section foremen.....	2	316	840 00	1 35
Other trackmen.....	8	2,496	1,248 00	50
Total (including "General Officers," N. C.)---	19	5,620	\$ 5,628 00	\$ 1 00
Less "General Officers"	1	312	1,200 00	
Total (excluding "General Officers," N. C.)---	18	5,308	\$ 4,420 00	\$ 82
DISTRIBUTION OF ABOVE:				
General administration.....			\$ 1,200 00	
Maintenance of way and structures.....			2,688 00	
Conducting transportation.....			2,340 00	
Total (including "General Officers," N. C.)---			\$ 5,528 00	
Less "General Officers"			1,200 00	
Total (excluding "General Officers," N. C.)---			\$ 4,320 00	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	5,876			
Total passenger revenue		2,350	45	
Average amount received from each passenger.....			40	
Average receipts per passenger per mile.....			04	
Passenger earnings per train mile.....			12	55
FREIGHT TRAFFIC:				
Total freight earnings.....		9,165	41	
Freight earnings per train mile			49	6
PASSENGER AND FREIGHT:				
Gross earnings from operation		12,481	54	
Gross earnings from operation per train mile.....			66	67
Operating expenses, including interest on lease.....		10,431	40	
Operating expenses per train mile			55	72½
TRAIN MILEAGE:				
Total mileage trains earning revenue.....	18,720			

FREIGHT AND TRAFFIC MOVEMENT—Entire Line.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and other Carriers.
	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:		
Grain		20
Flour		150
Other mill products		553
Hay		10
PRODUCTS OF FOREST:		
Lumber	7,090	50
MANUFACTURES:		
Naval stores	1,399	
Wagons, carriages, tools, etc	500	
Merchandise		1,325
Total tonnage—Entire line.....	8,989	2,108

DESCRIPTION OF EQUIPMENT.

Locomotives, owned and leased—passenger, American steam brake	1
Total number at end of year—passenger	2
Cars, owned and leased—in passenger service, second class, Westinghouse air-brake..	1
Other cars in passenger service	1

MILEAGE.**MILEAGE OF ROAD OPERATED—(ALL TRACKS).**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated Under Lease.	Total Mileage Operated.	RAILS.
	Main Line	Branches and Spurs.			Old Iron.
Miles of single track	10		10	10	10
Miles of yard track and sidings .....	.32		.32	.32	.32
Total mileage operated (all tracks)	10.32		10.32	10.32	10.32

OPERATED BY STATES.

North Carolina—Line operated under lease	10.32
Rail, old iron (miles)	10.32

CHARACTERISTICS OF ROAD.

Trestles—number	2
Aggregate length, feet	100
Minimum length, feet	50
Gauge of track, 4 feet, 9 inches. 10.32 miles.	

TELEGRAPH.**OWNED BY ANOTHER COMPANY.**

Miles of wire	10.00
Name of owner, D. S. Hudgings, Raleigh, N. C.	

CASHIE AND CHOWAN RAILROAD.

HISTORY.

The road is principally a lumber road, entirely in Bertie County, and is thirty miles in length. Organized October 30, 1883.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Greenleaf Johnson.....	Baltimore, Md.
Secretary and Auditor.....	R. E. Crump	Norfolk, Va.
Superintendent.....	E. E. Smith	Howard, N. C.
General Manager and Treasurer	Howard N. Johnson	Norfolk, Va.
Attorney	F. D. Winston.....	Windsor, N. C.

The main terminal is at Howard, on Cashie River. The road runs toward Chowan River, twenty-two miles; the other lines are switches to the timber.

CAPITAL STOCK.

Amount of capital stock authorized	\$ 100,000 00
Amount of capital stock paid up.....	100,000 00
Shares held by non-residents.....	9,996 00
Cost of road	48,000 00
Cost of equipment.....	20,000 00

EARNINGS.

Gross earnings.....	11,800 00
Employees.....	29

EQUIPMENT.

Two locomotives; fifty logging cars.

CHARLESTON, CINCINNATI AND CHICAGO RAILROAD COMPANY.

HISTORY.

This company was organized and chartered September 30, 1886, and succeeded to the rights of the Rutherfordton Railway Construction Company.

Total mileage in North Carolina, 64½ miles, through the counties of Cleveland, Rutherford and McDowell.

The present name and corporate existence of this company began with an Act of the General Assembly of South Carolina, ratified on the 22d day of December, 1835.

The Rutherfordton Railway Construction Company was organized under an Act of the General Assembly of North Carolina, ratified on the 6th day of February, 1833.

The Rutherfordton, Marion and Tennessee Railway Company was organized under an Act of the General Assembly of North Carolina, ratified on the 5th day of February, 1831.

These two last-named companies were allowed to consolidate with and merge into the Charleston, Cincinnati and Chicago Railroad Company by an Act of the General Assembly, ratified the 17th day of February, 1837.

The purpose of this act was to make one continuous line and to extend the road into and across the State of North Carolina, and to enable it to be continued across the States of Tennessee, Virginia and Kentucky to the Ohio river.

This road was purchased in 1894 by Ohio River and Charleston Railway Company, at a foreclosure sale under decree of United States Circuit Court for the District of South Carolina.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Samuel Hunt.....	Blacksburg, S. C.
General Manager.....	Samuel Hunt.....	Blacksburg, S. C.
Superintendent.....	A. Tripp.....	Blacksburg, S. C.
Gen'l Freight and Passenger Agent	S. B. Lumpkins.....	Blacksburg, S. C.
Traffic Manager.....	E. F. Gray.....	Cincinnati, Ohio.

PROPERTY OPERATED.

Charleston, Cincinnati and Chicago Railroad—From Camden, S. C., to Marion, N. C., 171 miles; 64 miles in North Carolina.

This road is being operated by Samuel Hunt as agent for the purchasers. It was purchased at foreclosure sale under decree of United States Circuit Court for the District of South Carolina.

The Ohio River and Charleston Railway Company of Virginia has been organized under a charter received from the State of Virginia, and is to succeed to the franchise and property of the Charleston, Cincinnati and Chicago Railroad Company in that State.

Certificate of incorporation of the Ohio River and Charleston Railway Company of South Carolina has been filed, and that company is to succeed to the franchise and property of the Charleston, Cincinnati and Chicago Railroad Company in that State.

Certificate of purchaser creating Ohio River and Charleston Railway Company of North Carolina has been filed, and that company is to succeed to the franchise and property of the Charleston, Cincinnati and Chicago Railroad Company in that State.

Articles of incorporation of the Ohio River and Charleston Railway Company of Kentucky have been filed, and that company is to succeed to the franchise and property of the Charleston, Cincinnati and Chicago Railroad Company in that State.

Articles of incorporation of the Ohio River and Charleston Railway Company are to be filed in Tennessee, and that Company is to succeed to the franchise and property of the Charleston, Cincinnati and Chicago Railroad Company in that State.

The several companies in the States of Kentucky, Virginia, Tennessee, North and South Carolina are to be consolidated under the name of the Ohio River and Charleston Railway Company.

OPERATING EXPENSES—North Carolina.

Gross earnings from operation nine months.....	\$ 45,505 03
Operating expenses.....	38,087 96
Gross earnings—entire line.....	128,184 93

EQUIPMENT—Entire Line.

Eleven locomotives; seven passenger cars; two baggage cars; one hundred and eighty-four box cars; seventy-five flat cars; ten coal cars.

DANVILLE, MOCKSVILLE AND SOUTH-WESTERN RAIL- ROAD COMPANY.

HISTORY.

Organized November 27, 1880, under laws of North Carolina 1872, chapter 138, and under special charter ratified March 3, 1881. The road extends from Cascade Junction, Va., to Leaksville, N. C., a distance of eight miles. The road was opened in April, 1882. Receiver appointed in 1885; J. T. Morehead, Receiver, Leaksville, N. C. The road is operated by the Richmond and Danville Railroad Company.

This company was chartered for the purpose of constructing a railroad from some point on the Virginia State line, in the county of Rockingham, through the counties of Rockingham, Stokes, Forsyth, Guilford, Davidson, Davie, Rowan, Iredell, Catawba, Lincoln, Cleveland, Mecklenburg, Gaston and Union, to a point on the South Carolina State line, and also through the counties of Surry, Yadkin, Wilkes, Caldwell, Watauga, Mitchell, Burke, McDowell, Yancey, Buncombe, Madison, Haywood, Jackson and Swain, to the Tennessee State line, or through such of said counties as the company might deem proper.

OFFICERS.

President—Thomas R. Sharp Sharp, N. C.
Receiver—J. Turner Morehead Leaksville, N. C.

CAPITAL STOCK.

Capital stock	\$ 50,300 00
Cost of road	102,944 24
Gross earnings	1,246 99

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD COMPANY.

(That part in North Carolina, owned by Cranberry Iron and Coal Company.)

HISTORY.

Line of road, Johnson City, Tennessee, to Cranberry, N. C., thirty-four miles. Total length of line in North Carolina, three miles, all in Mitchell County. The road was chartered May, 1866; road opened July, 1882.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Frank Firmstone.....	Philadelphia, Pa.
Secretary-Treasurer	John S. Wise	Philadelphia, Pa.
General Superintendent.....	C. H. Nimson	Cranberry, N. C.
Auditor.....	Wallace Hahn.....	Cranberry, N. C.

PROPERTY OPERATED.

Cranberry to State line, miles.....	3
Gross earnings, entire line.....	\$ 37,938 06
Gross earnings, North Carolina	3,346 59
Operating expenses, entire line.....	31,842 22
Operating expenses, North Carolina	2,809 62
Gauge of track, 3 feet.	

EGYPT RAILWAY COMPANY.

HISTORY.

The Egypt Railroad was completed in 1891. The incorporation and organization of the Egypt Railway Company before the Secretary of State, was confirmed and ratified by the Legislature, session 1891. No limitation as to duration of charter.

The road begins at Egypt, a point on the Cape Fear and Yadkin Valley Railroad, and extends to Colon, a point on the Raleigh and Augusta Air Line Railroad. Total length of road eight miles.

OFFICERS.

President and General Manager	Samuel A. Henszey.
Secretary	K. K. Waite.
Treasurer	Samuel A. Henszey.

PROPERTY OPERATED.

Colon to Egypt, eight miles.

CAPITAL STOCK.

Capital stock—common, number of shares authorized	2,500
Par value of shares	\$ 50 00
Total par value authorized	125,000 00
Total amount issued and outstanding	125,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—first mortgage. Date of issue, 1890. When due, 1920.	
Amount of authorized issue	\$ 120,000 00
Amount issued	108,000 00
Amount outstanding	108,000 00
Rate of interest, 6 per cent., payable March 1 and September 1.	

RECAPITULATION.
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock	\$ 125,000 00	9	\$ 13,888 88
Bonds	108,000 00	9	12,000 00
Current liabilities	18,878 17	9	2,097 57
Total	\$ 251,878 17		\$ 27,986 45

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total cost construction, equipment, etc., to June 30, 1893	\$ 245,415 67
Total cost construction, equipment, etc., to June 30, 1894	247,105 38
Cost construction per mile	27,853 95
Cost equipment per mile	3,034 21
Total cost construction, equipment, etc., per mile	30,888 16
Gross earnings	1,964 34
Operating expenses	4,086 53
Employees, number	13

EQUIPMENT.

One locomotive; one passenger car; three box cars; twenty-three coal cars; one hand car; one other car.

GLENDON AND GULF RAILROAD COMPANY.

HISTORY.

This road was chartered February, 1891. This company was chartered for the purpose of constructing a railroad from a point at or near Fair Haven, in Moore County, to a point at or near Gulf, in Chatham County, and, if desired, to extend its road to some point on the Raleigh and Augusta Air-Line Road.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	John B. Leming	Bridesbury, Pa.
Superintendent.....	Frank D. Jones.....	Glendon, N. C.
Attorney.....	William A. Guthrie.....	Durham, N. C.

Road operated—Gulf, N. C., to Glendon, N. C., 9.26 miles.

Capital stock..... \$ 300,000 00

EQUIPMENT.

One locomotive; one flat car; one hand car.

Gauge of track, 4 feet nine inches. Weight of rail, 45 pounds.

HAMILTON RAILROAD AND LUMBER COMPANY.

HISTORY.

This road is principally a logging road. Total length of road, 30 miles; 13 miles in Martin County, and 17 miles in Edgecombe County.

Gauge of track, 3 feet 3 inches. Weight of rails, 25 pounds.

Only 6 miles used for hauling freight.

OFFICERS.

President and General Manager.....Frank Hitch, Hamilton, N. C.

ROAD OPERATED.

In Martin County, 6 miles. Gauge of track, 3 feet 3 inches.

EQUIPMENT.

Two locomotives; one passenger car; ten flat cars; twenty log cars.

HOFFMAN AND TROY RAILROAD COMPANY.

HISTORY.

This road was chartered in 1883. Charter amended March, 1891. Lumber road, three and one-half miles in length, from Hoffman, on Raleigh and Augusta Railroad.

OFFICERS.

L. J. Jones, President.....Hoffman, N. C.

JAMESVILLE AND WASHINGTON RAILROAD COMPANY.

HISTORY.

This road was chartered February, 1869. Opened December 1, 1877. Charter amended February, 1872 and 1893. Original line of road from Jamesville, N. C., to Washington, N. C. Length, 22.57 miles. Special act February, 1893, authorizing the company to take up part of its track and change line of road. Under this act the company has abandoned that portion of its line north of Walker's Neck, which is about six miles beyond Washington.

It is now proposed to sell out or consolidate the remainder of the road with a road running out of Plymouth in a diagonal direction towards Walker's Neck.

Road operated—Washington, N. C., to Cherry's Mills; 6 miles.

OFFICERS.

TITLE.	NAME.	OFFICE.
President.....	James E. Sadler.....	Philadelphia, Pa.
Secretary.....	H. T. Fenton.....	Philadelphia, Pa.
Superintendent.....	Wm. H. Lettler.....	Washington, N. C.

CAPITAL STOCK.

Capital stock.....	\$ 100,000 00
Funded debt.....	95,000 00
Gross earnings.....	2,256 61
Operating expenses.....	2,752 60
Employees, 6.	

EQUIPMENT.

Two locomotives; one passenger car; six flat cars; one box car.

LAUREL RIVER AND HOT SPRINGS RAILROAD COMPANY.

HISTORY.

This company was organized July 1, 1892 (Code, chapter 49).

This road connects with the Western North Carolina Railroad at Hot Springs, N. C. The length of road when completed will be twenty-four miles.

Gauge of track, 2 feet.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	James Wyman	Lynn, Mass.
Secretary-Treasurer	W. M. Lamkin.....	Lynn, Mass.
Attorney	H. T. Rumbough	Hot Springs, N. C.

Capital stock	\$ 150,000 00
Cost of road, as far as constructed	36,489 75
Cost of equipment.....	6,000 00
Work of construction stopped 1893.	

EQUIPMENT.

One locomotive; six flat cars.

MARIETTA AND NORTH GEORGIA RAILWAY COMPANY.

HISTORY.

The Marietta and North Georgia Railway Company is a corporation organized under the laws of the State of Georgia, approved February 9, 1854. By various acts amendatory thereto, among which is one approved October 24, 1870, the name of said company was changed to the Marietta and North Georgia Railroad Company. The Georgia and North Carolina Railroad Company was chartered under bill approved by the Governor of North Carolina March 31, 1871. The Knoxville Southern Railroad Company was organized under the general laws of Tennessee June 23, 1887. By an Act of the Georgia Legislature, approved February 28, 1876, and another Act of said body, approved December 22, 1886, the Marietta and North Georgia Railroad Company was authorized to consolidate with the Georgia and North Carolina Railroad Company. By an Act of the North Carolina Legislature, approved March 3, 1887, the Georgia and North Carolina Railroad Company was authorized to consolidate its line with the Marietta and North Georgia Railroad Company, and granted the right to consolidate this company with a line to be constructed in the State of Tennessee. Under the laws of Georgia, North Carolina and Tennessee, applicable to the Marietta and North Georgia Railway Company and the Knoxville Southern Railroad Company, they were allowed to consolidate.

Marietta and North Georgia Railroad and Georgia and North Carolina Railroad consolidated May 19, 1887, under name of Marietta and North Georgia Railway Company. Marietta and North Georgia Railway Company and Knoxville Southern Railroad Company consolidated November 25, 1890, under the name of Marietta and North Georgia Railway Company.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver and General Manager.....	J. B. Glover.....	Marietta, Ga.
Treasurer	J. B. Glover.....	Marietta, Ga.

PROPERTY OPERATED.

1. Marietta and North Georgia Railway Company:

A. From Marietta, Ga., to Murphy, N. C., miles 108.52
 From Blue Ridge, Ga., to Knoxville, Tenn., Junction K. and A. Road, miles 121.81

5. Knoxville and Augusta Railroad Company:

From K. and A. Junction with M. and N. G. Railway to Knoxville, Tenn., miles 2

Total..... 231.83

13¼ miles in North Carolina.

Gauge of track, 3 feet.

Weight of rail, 30 pounds to yard.

EQUIPMENT—North Carolina.

One locomotive; one passenger car; one baggage car; eight box cars; six flat cars; one stock car and two coal cars.

NORFOLK AND SOUTHERN RAILROAD COMPANY.

HISTORY.

The Norfolk and Southern Railroad was organized January 20, 1870, as the Elizabeth City and Norfolk Railroad Company. Road opened to Elizabeth City, N. C., forty-five miles, June 1, 1881; to Edenton, N. C., December 6, 1881. Name changed by legislative enactment February 1, 1883. The property of the Norfolk and Southern Railroad Company was placed in the hands of Watson B. Dickerman as receiver on the 22d day of November, 1889, by order of the United States Court of the Eastern District of Virginia.

The Norfolk and Southern Railroad Company reorganized June 1, 1891, and consolidated with the Albemarle and Pantego Railroad Company.

Elizabeth City and Norfolk Railroad Company, charter granted by State of North Carolina January 20, 1870. Amended January 24, 1872; amended March 7, 1878; amended January 20, 1883; amended January 31, 1883. Ratified by Virginia February 23, 1875; ratified by Virginia March 3, 1882; ratified by Virginia February 3, 1888; ratified by Virginia March 6, 1882. Amended in North Carolina March 2, 1889; March 11, 1889; February 10, 1891.

Albemarle and Pantego Railroad Company, charter granted by North Carolina March 2, 1887.

Norfolk and Southern Railroad foreclosed by sale of April 29, 1891.

Organized January 20, 1870, as Elizabeth City and Norfolk Railroad Company. Name changed by legislative enactment January 31, 1883, to Norfolk and Southern Railroad Company.

The original purpose of this company was to establish a railroad between the town of Elizabeth City, N. C., and the city of Norfolk, State of Virginia, with a capital stock of \$1,000,000. This act of incorporation was ratified the 20th day of January, 1870, amended January, 1872, March, 1878, March, 1881, and January, 1883.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Watson B. Dickerman.....	New York City.
First Vice-President.....	Walter S. Johnson.....	New York City.
Secretary-Treasurer.....	M. W. Dominick.....	New York City.
General Solicitor.....	J. W. Simpson.....	New York City.
Attorney—Virginia.....	Starke & Martin.....	Norfolk, Va.
Attorneys—North Carolina.....	Pruden & Vann.....	Edenton, N. C.
Auditor.....	I. P. Jernigan.....	Norfolk, Va.
General Manager.....	M. K. King.....	Norfolk, Va.
Division Superintendent.....	W. W. King.....	Berkley, Va.
Division SuperIntendent.....	A. M. Hawkins.....	Roper, N. C.
Gen'l Freight and Passenger Agent.....	H. C. Hudgins.....	Norfolk, Va.

PROPERTY OPERATED.

Norfolk and Southern Railroad, main line—from Berkley, Virginia, to Edenton, N. C., miles.....	73.05
Branch—from Berkley, Virginia, to Edenton, N. C., miles.....	3.76
Main line—from Mackey's Ferry, N. C., to Belhaven, N. C., miles.....	29.80

CAPITAL STOCK.

Capital stock, common—number of shares authorized.....	20,000
Par value of shares.....	\$ 100 00
Total par value authorized.....	2,000,000 00
Total amount issued and outstanding.....	2,000,000 00
Rate of interest, 4 per cent.	
Dividends declared during year—amount.....	80,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash, common—total number of shares issued and outstanding..	594.90
Issued for reorganization, common.....	18,530.10
Issued for purchase of A. & P. R. R.....	875.00
Total shares issued.....	20,000
Issued for cash, common—total cash realized.....	\$ 23,796 00
Issued for reorganization, common—total cash realized.....	1,853,010 00
Issued for purchase of A. & P. R. R.—total cash realized.....	87,500 00
Total cash realized.....	\$ 1,964,306 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond—First mortgage. Date of issue, June 1, 1891. When due, June 1, 1941.	
Amount of authorized issue per mile.....	\$ 1,000 00
Amount issued.....	660,000 00
Amount outstanding.....	660,000 00
Cash realized on amount issued.....	655,050 00
Rate of interest, 5 per cent. ; payable May and November.	
Amount of interest accrued during year.....	33,000 00
Amount of interest paid during year.....	33,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued.....	\$ 660,000 00
Amount outstanding.....	660,000 00
Amount of interest accrued during year.....	33,000 00
Amount of interest paid during year.....	33,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR
PAYMENT OF CURRENT LIABILITIES.

Cash.....	\$ 93,379 48
Due from Agents.....	7,532 39
Net traffic balances due from other companies.....	22,565 26
Due from solvent companies and individuals.....	9,831.73
Total—cash and current assets....	\$ 133,308 86

CURRENT LIABILITIES ACCRUED TO AND
INCLUDING JUNE 30, 1894.

Audited vouchers and accounts.....	\$ 12,435 34
Wages and salaries.....	14,520 30
Miscellaneous—renewal account.....	1,983 08
Total current liabilities.....	\$ 28,938 72
Balance—cash assets.....	101,370 14
Total.....	\$ 133,308 86

Materials and supplies on hand, \$12,035.42.

RECAPITULATION.
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital stock	\$ 2,000,000 00	106.61	\$ 18,759 97
Bonds	660,000 00		6,190 88
Current liabilities	28,938 72		271 44
Total	\$ 2,688,938 72	106.61	\$ 25,222 29

FOR MILEAGE OPERATED.

Norfolk and Southern Railroad—capital stock	\$ 2,000,000 00
Funded debt	660,000 00
Current liabilities	28,938 72
Total	\$ 2,688,938 72
Amount per mile of line—106.61 miles	25,222 29

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION:

Expenditures during the year—	
Buildings, furniture and fixtures—Charged to income account as permanent improvements	\$ 9,182 78
Other real estate—Charged to construction or equipment	33,674 05
Grand total cost construction, equipment, etc., to June 30, 1893	2,618,251 31
Grand total cost construction, equipment, etc., to June 30, 1894	2,651,925 36
Grand total cost construction, equipment, etc., per mile	24,875 01

INCOME ACCOUNT—Entire Line.

Gross earnings from operation	\$ 394,417 77	
Less operating expenses	251,102 43	
Income from operation		\$ 143,315 34
Interest on deposits	\$ 1,104 15	
Miscellaneous income, less expenses	5,271 05	
Income from other sources		6,375 20
Total income		\$ 149,690 54
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 33,000 00	
Taxes	8,592 59	
Permanent improvements	9,182 78	
Total deductions from income		50,775 37
Net income		\$ 98,915 17
Dividends, 4 per cent., common stock		80,000 00
Surplus from operations of year ending June 30, 1894		\$ 18,915 17
Surplus on June 30, 1893 [from "General Balance Sheet"]		81,609 10
Deductions for year, charged off to renewal account	\$ 12,173 57	
Surplus on June 30, 1894 [for entry on "General Balance Sheet"]		\$ 100,524 27

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments etc.	Actual Earnings.
PASSENGER :			
Passenger revenue.....	\$ 72,076 80		
Less repayments—tickets redeemed, excess fares refunded, and other repayments.....		\$ 170 25*	
Total deductions.....		\$ 170 25	
Total passenger revenue.....			\$ 41,905 55
Mail.....	\$ 8,998 96		
Express, and extra baggage and storage.....	3,838 62		
News privilege.....	240 00		
Excursions.....	400 00		
Swamp hands.....	737 24		
Total passenger earnings.....			14,214 82
FREIGHT :			
Freight revenue.....	\$ 278,147 31		\$ 86,120 37
Less repayments—overcharge to shippers.....		\$ 2,234 96	
Total deductions.....		\$ 2,234 96	
Total freight revenue.....			\$ 275,912 35
Terminal.....	17,691 15		
Lighterage.....	4,902 15		
Coal sales.....	6,224 35		
Total freight earnings.....			28,817 65
Total passenger and freight earnings.....			\$ 304,730 00
OTHER EARNINGS FROM OPERATION :			
Car mileage.....		\$ 1,787 43	
Telegraph companies.....		213 96	
Other sources.....		1,566 01	
Total other earnings.....			\$ 3,567 40
Total gross earnings from operation—entire line.....			\$ 394,417 77

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Operating company's steamboats-----	\$ 40,965 65	\$ 38,129 47	\$ 2,836 18
Sale of old material-----	1,240 11		1,240 11
Rents, etc-----	1,194 76		1,194 76
Total-----	\$ 43,400 52	\$ 38,129 47	\$ 5,271 05

OPERATING EXPENSES.**RECAPITULATION OF EXPENSES:**

Maintenance of way and structures-----	\$ 54,396 37
Maintenance of equipment-----	37,313 93
Conducting transportation-----	109,877 56
General expenses-----	49,514 57
Grand total-----	\$ 251,102 43

Percentage of expenses to earnings—entire line, 63.66 per cent.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.	
Total.		Item.	Increase.	Decrease.
\$ 2,618,251 31	{ Cost of road----- Cost of equipment----- }	\$ 2,651,925 36	\$ 33,674 05	
94,288 17	Cash and current assets-----	133,308 86	39,020 69	
17,000 00	Steamer Neuse-----	16,105 00		\$ 895 00
11,148 07	Other assets—Materials and supplies ---	12,035 42	887 35	
32,287 00	Sundries-----			32,287 00
\$ 2,772,974 55	Grand total-----	\$ 2,813,374 64	\$ 73,582 09	\$ 33,182 00
	LIABILITIES.			
\$ 2,000,000 00	Capital stock-----	\$ 2,000,000 00		
625,000 00	Funded debt-----	660,000 00	\$ 35,000 00	
30,259 63	Current liabilities-----	28,938 72		\$ 1,320 91
92,177 67	Profit and loss-----	100,524 27	8,346 60	
25,537 25	Balance old accounts—Receiver N. S. R. R. Co-----	23,911 65		1,625 60
\$ 2,772,974 55	Grand total-----	\$ 2,813,374 64	\$ 43,346 60	\$ 2,946 51

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage. What road mortgaged—From Berkley, Va., to Edenton, N. C., 76.81 miles; from Mackey's Ferry, N. C., to Belhaven, N. C., 29.80 miles. Amount of authorized mortgage per mile of line, \$10,000.00. All rolling and floating equipment and all earnings mortgaged.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	4	1,460	\$ 11,199 96	\$ 7 68
General office clerks.....	14	4,536	9,480 00	2 09
Other employees:				
Station agents.....	20	6,480	8,544 00	1 32
Other station men.....	22	6,930	8,256 00	1 20
Enginemen.....	13	4,680	10,060 00	2 15
Firemen.....	15	4,860	4,800 00	98
Conductors.....	7	2,268	4,200 00	1 89
Other trainmen.....	42	12,600	13,620 00	1 08
Machinists.....	12	3,888	10,140 00	2 61
Carpenters.....	13	4,212	9,240 00	2 19
Other Shopmen.....	52	16,848	19,260 00	1 14
Section foremen.....	14	5,040	6,900 00	1 36
Other trackmen.....	103	29,016	24,130 00	83
Switchmen, Flagmen, and Watchmen.....	13	4,056	5,040 00	1 24
Telegraph operators and dispatchers.....	9	2,808	3,100 00	1 10
Employees—account floating equipment.....	11	3,564	7,440 00	2 09
All other employees and laborers.....	280		12,960 00	15*
Total (including "General Officers")—N. C.....	644	143,246	\$ 168,369 96	\$ 1 48
Less "General Officers".....	4	1,460	11,199 96	
Total (excluding "General Officers")—N. C.....	640	141,786	\$ 157,170 00	\$ 1 46
DISTRIBUTION OF ABOVE:				
General administration.....	18	5,996	\$ 20,679 96	\$ 3 45
Maintenance of way and structures.....	130	38,112	36,070 00	97
Maintenance of equipment.....	77	24,948	38,640 00	1 15
Conducting transportation.....	139	44,190	60,020 00	1 35
Conducting transportation laborers.....	280		12,960 00	15*
Total (including "General Officers")—entire line	644	143,246	\$ 168,369 96	\$ 1 48

*Per hour.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	88,354			
Number of passengers carried one mile	2,222,350			
Number of passengers carried one mile per mile of road.....	21,405			
Average distance carried	25			
Total passenger revenue		71,905	55	
Average amount received from each passenger			81	372
Average receipts per passenger per mile			3	236
Total passenger earnings		86,120	37	
Passenger earnings per mile of road		829	51	618
Passenger earnings per train mile			90	670
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue ..	236,698			
Number of tons carried one mile	13,268,180			
Number of tons carried one mile per mile of road...	127,799			
Average distance haul of one ton .....	.56			
Total freight revenue		275,912	35	
Average amount received for each ton of freight ..		1	16	567
Average receipts per ton per mile			2	079
Total freight earnings		304,730		
Freight earnings per mile of road		2,944	80	832
Freight earnings per train mile		4	37	396
PASSENGER AND FREIGHT:				
Passenger and freight revenue		347,817	90	
Passenger and freight revenue per mile of road		3,350	20	101
Passenger and freight earnings		390,850	37	
Passenger and freight earnings per mile of road ..		3,764	69	244
Gross earnings from operation		394,417	77	
Gross earnings from operation per mile of road ..		3,799	05	584
Gross earnings from operation per train mile		4	37	397
Operating expenses, including interest on lease ..		251,102	43	
Operating expenses per mile of road		2,418	62	290
Operating expenses per train mile		1	51	585
Income from operation		143,315	34	
Income from operation per mile of road		1,380	42	130

FREIGHT TRAFFIC MOVEMENT.

PRODUCTS OF AGRICULTURE:

Grain, bushels.....	340,698
Cotton seed, tons.....	795
Hay, bales.....	3,295
Melons.....	40,047
Cotton, bales.....	26,681
Fruit and vegetables.....	162,061
Pea-nuts, bags.....	49,414
Shucks, bales.....	2,393

PRODUCTS OF ANIMALS:

Live stock, head.....	4,140
Poultry, game, fish, etc.	75,415

PRODUCTS OF FOREST:

Lumber, feet.....	72,485,078
Logs, feet.....	6,598,855
Shingles, staves, etc.....	28,552,025
Wood, cords.....	5,230

MANUFACTURES:

Fish-oil, barrels.....	77
Naval stores, packages.....	959
Cement, brick and lime.....	852,400

MISCELLANEOUS:

Other commodities not mentioned above.....	79,768
Total tonnage—freight originating on this road.....	199,701
Total tonnage—Freight received from connecting roads and other carriers.....	36,997

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:					
Passenger	5	4	Westinghouse		
Freight	5	3	Air-Brake		
Switching	3	1			
Total locomotives in service	13	8			
CARS—Owned and leased—					
IN PASSENGER SERVICE:					
First-class cars	6	3		6	Miller.
Combination cars	3	1		2	Miller.
Baggage, express and postal cars	2	2		2	Miller.
Other cars in passenger service	1			1	Miller.
Total	12			11	
IN FREIGHT SERVICE:					
Box cars	140			77	Janney.
Flat cars	151			6	
Other cars in freight service, logging	24				
Total	315			83	
IN COMPANY'S SERVICE:					
Caboose cars	5				
Total cars in service	320				
Less cars leased	25				
Total cars owned	295				

MILEAGE.**MILEAGE OF LINE OPERATED BY STATES.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Miles of single track -----	102.85	3.76	106.61	2.49	104.12
Miles of yard track and sidings-----	-----	-----	17.15	16.85	.30
Total miles operated (single track)-----	102.85	3.76	123.76	19.34	104.42

MILEAGE OF LINE OWNED BY STATES.

STATE.	LINE REPRESENTED BY CAPITAL STOCK.		Sidings.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Virginia-----	22.05	1.92	6.60	8.52	22.05
North Carolina-----	80.80	1.84	10.55	10.82	82.37
Total mileage owned (single track)-----	102.85	3.76	17.15	19.34	104.42

RENEWALS OF RAILS AND TIES.**NEW RAILS LAID DURING YEAR:**

Steel—tons-----	100
Weight per yard-----	70
Average price per ton at distributing point-----	26.62

NEW TIES LAID DURING YEAR:

White oak—number-----	5,995
Cypress—number-----	15,770
Juniper—number-----	1,531
Total new ties laid during year-----	23,296
Average prices at distributing point—white oak-----	44.10
Cypress-----	24.20
Juniper-----	28.30
Total average price at distributing point-----	29.62

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bituminous. Tons.	Wood—Soft. Tons.	Total Fuel Consumed Tons.	Miles Run	Average Pounds Consumed per Mile.
Passenger-----	2,308.37	194	2,405.37	126,124	38.14
Freight-----	2,271.42	247	2,394.92	85,704	55.89
Switching-----	973.87	---	973.87	68,896	28.27
Work-----	201.76	20	211.76	10,796	40.35
Total-----	5,755.42	461	5,685.92	291,520	41.07
Average cost at distributing point----	\$2.63.				

CHARACTERISTICS OF ROAD—North Carolina.

WORKING DIVISIONS OR BRANCHES.	Miles.	ALIGNMENT.			Profile
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.
Berkley, Va., to Edenton, N. C.-----	76.81	61	8.90	64.15	62.74
Mackey's Ferry, N. C., to Belhaven, N. C.-----	29.80	13	2.65	27.15	27.79
Total -----	106.61	74	11.55	91.30	90.55

WORKING DIVISIONS OR BRANCHES.	PROFILE.					
	ASCENDING GRADES.			DESCENDING GRADES.		
	Number.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	Number.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
Berkley, Va., to Edenton, N. C.-----	12	7.6	4.55	13	8.7	5.76
Mackey's Ferry, N. C., to Belhaven, N. C.-----	4	.4	1.29	2	1.1	.72
Total -----	16	8.0	5.84	15	9.8	6.48

BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	No.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
BRIDGES :				
Iron -----	3	244	77	90
Combination -----	1	32	32	32
Total -----	4	276		
Trestles -----	21	1,913	16	423

Gauge of track, 4 feet 8½ inches. 106.61 miles.

TELEGRAPH.

OWNED BY THIS COMPANY.

Miles of line -----	39
Miles of wire -----	39
Operated by this company—miles of line -----	39
Miles of wire -----	39

OWNED BY ANOTHER COMPANY.

Miles of line -----	74
Miles of wire -----	74
Name of owner and operating company—Western Union Telegraph Company.	

NEW HANOVER TRANSIT COMPANY.

HISTORY.

Organized under Acts of the Legislature of North Carolina, January, 1887. The road runs from Wilmington to Carolina Beach, three miles in length, all in New Hanover County.

Gauge of track, 4 feet 8½ inches.

Sold under foreclosure sale. Junius Davis, Receiver; Bank of New Hanover, purchaser.

NORFOLK AND WESTERN RAILROAD COMPANY.

NORTH CAROLINA DIVISIONS:

Winston-Salem, N. C., to Roanoke, Virginia, 45.75 miles in North Carolina.

Durham, N. C., to Lynchburg, Virginia, 41.69 miles in North Carolina.

HISTORY.

The Lynchburg and Durham Railroad Company was organized under the laws of the States of North Carolina and Virginia, Acts February, 1887. The road succeeded to the rights of the Lynchburg, Halifax and North Carolina, the Roxboro, and the Durham and Roxboro Railroad Companies. Road completed from Lynchburg to Rustburg in 1888; to South Boston, Virginia, in 1889, and to Durham, September 15, 1890.

Leased January, 1892, to the Norfolk and Western Railroad Company.

The Roanoke and Southern Railway Company was organized under laws of the States of North Carolina and Virginia, June 18, 1887, and succeeded to the rights of the Roanoke and Southern in North Carolina, and the Roanoke and Southern in Virginia.

The Roanoke and Southern Railway was constructed by the Virginia and North Carolina Construction Company, which company receives and still owns all the bonds and stocks issued. Equipment is furnished by the Virginia and North Carolina Construction Company.

This Company was chartered by Act of the Assembly, ratified the 23d day of February, 1887, for the purpose of constructing a railroad and telegraph line from some point on the line of the States of North Carolina and Virginia, in the county of Rockingham, through the counties of Rockingham, Guilford, Stokes, Forsyth, Davidson, Davie, Iredell, Rowan, Catawba, Lincoln, Mecklenburg, Gaston and Cleveland, or through any parts of either of said counties to the South Carolina line.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	F. J. Kimball.....	Philadelphia, Pa.
Vice-President.....	W. C. Bullitt.....	Roanoke, Va.
Treasurer.....	William G. MacDowell.....	Philadelphia, Pa.
General Solicitor.....	Joseph I. Doran.....	Philadelphia, Pa.
Comptroller.....	M. C. Jameson.....	Philadelphia, Pa.
Auditor.....	Joseph W. Coxé.....	Roanoke, Va.
Vice-President and Gen'l Manager.....	Joseph H. Sands.....	Roanoke, Va.
Chief Engineer.....	W. W. Coe.....	Roanoke, Va.
General Superintendent.....	D. W. Flickwir, Eastern Division.....	Roanoke, Va.
General Superintendent.....	A. C. Hippey, Western Division.....	Roanoke, Va.
Division Superintendent.....	Theo. Low, Durham Division.....	Lynchburg, Va.
Division Superintendent.....	H. H. S. Handy, Winston-Salem Division.....	Winston-Salem, N. C.
Freight Agent.....	T. S. Davant.....	Roanoke, Va.
Assistant Freight Agent.....	O. Howard Royer.....	Roanoke, Va.
General Passenger Agent.....	W. B. Bevill.....	Roanoke, Va.

PROPERTY OPERATED IN NORTH CAROLINA.

Lynchburg, Va., to Durham, N. C., miles.....	115.09
Roanoke, Va., to Winston-Salem, N. C., miles.....	124.09
Mileage Lynchburg and Durham Division in North Carolina.....	41.69
Mileage Roanoke and Winston Division in North Carolina.....	45.65

RECAPITULATION.
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.		Remarks.
			Miles.	Amount.	
Capital stock	\$ 59,500,000 00	\$ 59,500,000 00	1,323.85	\$ 44,944 00	Includes \$1,271,000.00
Bonds	55,147,200 00	55,147,200 00	1,323.85	41,657 00	100-year mortgage, and
Equipment trust obligations	3,501,443 14	3,501,443 14	1,323.85	2,645 00	\$330,000.00 M. & W. Div.
Current liabilities	2,816,833 59	2,816,833 59	1,323.85	2,128 00	bonds in treasury.
Total	\$ 120,965,476 73	\$ 120,965,476 73	1,323.85	\$ 91,374 00	

FOR MILEAGE OPERATED.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF LINE.	
					Miles.	Amount.
Norfolk & Western R. R.	\$ 59,500,000 00	\$ 58,648,643 14	\$ 2,816,833 59	\$ 120,965,476 73	1,323.85	\$ 91,374 00
Lynchburg & Durham R. R.	1,876,350 00	2,012,000 00	40,134 31	3,928,484 31	115.09	34,134 00
Roanoke & Southern Ry.	2,396,450 00	2,127,000 00	146,567 90	4,670,017 90	124.09	37,634 00
Columbus Connecting and Terminal R. R.	390,152 10	600,000 00	-----	990,152 10	3.51	282,095 00
Total carried forward ..	\$ 64,162,952 10	\$ 63,387,643 14	\$ 3,003,535 80	\$ 130,554,131 04		\$ 445,237 00

INCOME ACCOUNT.

Gross earnings—entire line	\$ 9,810,966 22
Operating expenses—entire line	6,770,871 08
Income from operation	\$ 3,040,095 14
Gross earnings—North Carolina	126,557 11
Operating expenses—North Carolina	108,308 73
Income from operation—North Carolina	\$ 18,248 38

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers.....	6	1,878	\$ 7,654 73	\$ 4 08
General office clerks	10	3,130	4,530 34	1 45
Other employees:				
Station agents.....	12	4,110	6,057 57	1 47
Other station men.....	17	5,315	4,597 65	86
Enginemen	16	4,831	13,887 73	2 87
Firemen	17	4,480	6,831 97	1 52
Conductors	11	3,209	7,362 11	2 29
Other trainmen	42	8,706	9,937 61	1 14
Machinists.....	1	350	914 22	2 61
Carpenters	8	1,970	2,974 15	1 51
Other shopmen	2	436	427 13	98
Section foremen	13	4,710	6,517 50	1 38
Other trackmen.....	63	12,214	11,594 63	94
Telegraph operators and dispatchers	5	1,818	2,434 92	1 34
All other employees and laborers.....	13	3,495	4,641 10	1 30
Total (including "General Officers")—N. C.	236	60,652	\$ 90,363 46	\$ 1 49
Less "General Officers"	6	1,878	7,654 73	4 08
Total (excluding "General Officers")—N. C.	230	58,774	\$ 82,708 73	\$ 1 41
DISTRIBUTION OF ABOVE:				
General administration.....	16	5,008	\$ 12,185 17	\$ 2 43
Maintenance of way and structures	89	20,276	24,365 38	1 20
Maintenance of equipment.....	11	2,939	3,783 90	1 28
Conducting transportation.....	120	32,429	50,029 01	1 54
Total (including "General Officers")—N. C.	236	60,652	\$ 90,363 46	\$ 1 49
Less "General Officers"	6	1,878	7,654 73	4 03
Total (excluding "General Officers")—N. C.	230	58,774	\$ 82,708 73	\$ 1 41
Total (including "General Officers")—entire line	9 803	2,911,610	\$4,627,184 60	\$ 1 59

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	37,722			
Number of passengers carried one mile.....	883,822			
Number of passengers carried one mile per mile of road	10,119			
Average distance carried	23.43			
Total passenger revenue.....		26,556	94	
Average amount received from each passenger.....			70	402
Average receipts per passenger per mile.....			03	005
Total passenger earnings.....		32,639	82	
Passenger earnings per mile of road.....		373	71	
Passenger earnings per train mile.....			43	209
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	123,730			
Number of tons carried one mile.....	8,872,707			
Number of tons carried one mile per mile of road.....	101,588			
Average distance haul of one ton.....	71.71			
Total freight revenue.....		93,738	19	
Average amount received for each ton of freight.....			75	760
Average receipts per ton per mile.....			01	056
Total freight earnings.....		93,738	19	
Freight earnings per mile of road.....		1,073	25	
Freight earnings per train mile		1	00	009
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		120,295	13	
Passenger and freight revenue per mile of road.....		1,377	32	
Passenger and freight earnings.....		126,378	01	
Passenger and freight earnings per mile of road.....		1,446	96	
Gross earnings from operation		126,557	11	
Gross earnings from operation per mile of road.....		1,449	02	
Gross earnings from operation per train mile.....			74	767
Operating expenses.....		108,308	73	
Operating expenses per mile of road.....		1,240	08	
Operating expenses per train mile			63	986
Income from operation.....		18,248	38	
Income from operation per mile of road		208	94	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—Continued.

TRAIN MILEAGE:

Miles run by passenger trains	75,539
Miles run by freight trains	93,730
Total mileage trains earning revenue	169,269
Miles run by switching trains	4,237
Miles run by construction and other trains	8,160
Grand total train mileage	181,666
Mileage of loaded freight cars—north or east	228,129
Mileage of loaded freight cars—south or west	458,700
Mileage of empty freight cars—north or east	300,475
Mileage of empty freight cars—south or west	97,097
Average number of freight cars in train	11.5
Average number of loaded cars in train	7.3
Average number of empty cars in train	4.2
Average number of tons of freight in train	85.34
Average number of tons of freight in each loaded car	11.69

RENEWALS OF RAILS AND TIES—North Carolina.

NEW TIES LAID DURING YEAR:

First-class—number	2,943
Average price at distributing points	33 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES—North Carolina.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Soft.			
Passenger	1,940.52	17.2	1,949.12	75,539	51.6
Freight	4,313.37	34.4	4,331.17	93,730	92.5
Switching	140.52	3.0	142.02	4,237	67.0
Construction—work train	262.37	1.1	262.92	8,160	64.2
Total	6,657.38	55.7	6,685.23	181,666	73.6
Average cost at distributing point	83 cts.	\$2.00			85 cts.

EQUIPMENT.**ROANOKE AND SOUTHERN DIVISION—Entire line:**

Three passenger locomotives; three freight locomotives; five passenger cars; one combination car; twenty-nine box cars; fifty-nine flat cars.

LYNCHBURG AND DURHAM DIVISION:

Six locomotives; four passenger cars; three combination cars; two baggage cars; forty-nine box cars; sixty-three flat cars.

ACCIDENTS TO PERSONS—North Carolina.

SWITCHMEN, FLAGMEN, AND WATCHMEN:		Killed.	Injured.
Coupling and uncoupling	-----		2
Falling from trains and engines	-----	1	2
Other train accidents	-----		1
Other causes	-----		3
OTHER EMPLOYEES:			
Other causes	-----		5
OTHERS:			
Trespassing	-----	2	
Total	-----	3	13

CHARACTERISTICS OF ROAD.**BRIDGES, TRESTLES, TUNNELS, ETC.**

ITEM.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
BRIDGES:							
Iron -----	6	718		100		168	
Wooden -----	4	124		10		50	
Total -----	10	842					
Trestles -----	49	11,595		26		1,264	

Overhead highway crossings—bridges, 4; height of lowest above surface of rail, 20 feet.
Gauge of track, 4 feet 9 inches; 87.34 miles, leased.

NORTHAMPTON AND HERTFORD RAILROAD COMPANY.

HISTORY.

Letters of incorporation issued May, 1887, by Clerk Superior Court Northampton County.
 Formerly Gumberry and Jackson Railroad and Lumber Company. Sold to and name
 changed to Northampton and Hertford Railroad Company.
 The rails of this road belong to the Seaboard and Roanoke Railroad Company.

PROPERTY OPERATED.

Gumberry to Jackson, 9 miles.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President -----	J. S. H. Clark-----	18 Broadway, N. Y.
Treasurer-----	Phil. Meisel, Jr.-----	Gumberry, N. C.
Gen. Supt. and Freight Agent-----	F. Kell-----	Gumberry, N. C.

EQUIPMENT.

One locomotive; one passenger car.

Capital stock----- \$25,000 00

Gauge of track, 4 feet 8 inches.

MOORE COUNTY RAILROAD COMPANY.

HISTORY.

The Moore County Railroad Company was organized under the laws of North Carolina, July 1, 1892. Amended by act of Legislature February, 1893.

OFFICERS.

L. D. Hazen, President St. Johnsbury, Vt.
W. B. Eckhout, General Manager and Treasurer Aberdeen, N. C.

PROPERTY OPERATED.

Terminals—From Aberdeen, N. C., to Flynn. Length of road, 7.38 miles.

CAPITAL STOCK.

Capital stock	\$ 30,000 00
Cost of equipment	3,424 37
Gross earnings	5,242 14
Operating expenses	3,497 93
Cost of construction per mile	3,505 58
Cost of construction and equipment per mile	3,960 44

EQUIPMENT.

One locomotive; two hand-cars.

THE RALEIGH AND WESTERN RAILROAD COMPANY.

HISTORY.

The Raleigh and Western Railway Company was organized September 6, 1892. Charter granted by act of General Assembly February 6, 1893.

This company was chartered for the purpose of building a road from Egypt, N. C., to a point on the Richmond and Danville, about forty miles. Only about one mile has been built.

SUFFOLK AND CAROLINA RAILWAY COMPANY.

HISTORY.

Chartered as Nansemond Land, Lumber and Narrow Gauge Railway Company in 1873.
Name changed to the Suffolk and Carolina Railway Company, February 26, 1874.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	William H. Bosley	Baltimore, Md.
Vice-President and Secretary	John S. Gittings	Baltimore, Md.
Treasurer	William B. Oliver	Baltimore, Md.
General Manager, Freight and Passenger Agent.....	J. H. Macleary	Suffolk, Va.

PROPERTY OPERATED.

Suffolk and Carolina Railway Company, from Suffolk, Va., to Montrose, N. C., 39 miles.
25.50 miles in North Carolina.
Gauge of track, three feet six inches

CAPITAL STOCK.

Capital stock, common—number of shares authorized	5,000
Par value of shares	\$ 100 00
Total amount issued and outstanding	400,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation—general first mortgage. Date of issue, April, 1886.

Amount of authorized issue	\$150,000 00
Amount issued	140,000 00
Amount outstanding	140,000 00
Cash realized on amount issued.....	140,000 00
Rate of interest, 6 per cent., payable annually.	
Amount interest paid during year.....	8,400 00

RECAPITULATION.

FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles,	Amount.
Capital stock.....	\$ 400,000 00	39	\$ 10,256 41
Bonds.....	140,000 00	39	3,589 74
Total.....	\$ 540,000 00		\$ 13,816 15

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**CONSTRUCTION :**

Engineering expenses during year.....	\$	37 10
Wharfing, etc., during year.....		303 94
Other items during year.....		9 00
Total construction, equipment, etc., during year.....	\$	350 04
Total cost construction, equipment, etc.—State of North Carolina.....		224 38
Total cost construction to June 30, 1893.....		442,201 49
Total cost equipment to June 30, 1893.....		61,585 57
Grand total cost construction, equipment, etc., to June 30, 1893.....	\$	503,787 06
Total construction, equipment, etc., North Carolina, to June 30, 1893.....		322,940 43
Total cost construction to June 30, 1894.....		442,551 53
Total cost equipment to June 30, 1894.....		60,585 57
Grand total cost construction, equipment, etc., to June 30, 1894.....	\$	503,137 10
Total construction, equipment, etc., North Carolina, to June 30, 1894.....		322,523 78
Total cost construction per mile.....		11,347 47
Total cost equipment per mile.....		1,553 48
Grand total cost construction, equipment, etc., per mile.....	\$	12,900 95

INCOME ACCOUNT—Entire Line.

Gross earnings from operation.....	\$	45,175 63	
Less operating expenses.....		33,105 36	
Income from operation.....			\$ 12,070 27
Miscellaneous income—less expenses.....	\$	453 80	
Income from other sources.....			453 80
Total income.....			\$ 12,524 07
DEDUCTIONS FROM INCOME :			
Interest on funded debt accrued.....	\$	8,400 00	
Taxes.....		1,111 39	
Total deductions from income.....			9,511 39
Net income.....			\$ 3,012 68
Surplus from operations of year ending June 30, 1894.....			\$ 3,012 68
Surplus on June 30, 1893 (from "General Balance Sheet").....			60,866 85
			\$ 63,879 63
Deductions for year.....			9,989 72
Surplus on June 30, 1894 (for entry on "General Balance Sheet").....			\$ 53,889 81

EARNINGS FROM OPERATION.**PASSENGER:**

Total passenger revenue.....	\$ 3,417 10
Express	1,004 99
Total passenger earnings.....	\$ 4,422 09

FREIGHT:

Total freight earnings	21,349 02
Total passenger and freight earnings.....	\$ 25,771 11
Total gross earnings from operation—North Carolina.....	25,771 11
Total gross earnings from operation—entire line.....	45,175 63

MISCELLANEOUS INCOME.

Wharfage	\$ 390 05
Scales—earnings.....	63 75
Total.....	453 80

OPERATING EXPENSES.**RECAPITULATION OF EXPENSES:**

Maintenance of way and structures.....	\$ 8,886 38
Maintenance of equipment	3,991 61
Conducting transportation.....	13,929 24
General expenses	6,298 13
Grand total	\$ 33,105 36
Percentage of expenses to earnings—entire line, 73.281.	

STATE OF NORTH CAROLINA.

Maintenance of way and structures.....	\$ 5,696 40
Maintenance of equipment.....	2,558 72
Conducting transportation	8,929 00
General expenses.....	4,037 26
Grand total	\$ 21,221 38
Percentage of expenses to earnings—N. C., 82.346.	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		ASSETS.	JUNE 30, 1894.		YEAR ENDING JUNE 30, 1894.	
Total.			Total.	Increase.	Decrease.	
\$	442,201 49	Cost of road -----	\$ 442,551 53	\$ 350 04		
	61,585 57	Cost of equipment -----	60,585 57		\$ 1,000 00	
	1,875 00	Stocks owned -----			1,875 00	
	77,673 20	Other permanent investments -----	62,373 98		15,299 22	
	31,722 36	Cash and current assets -----	37,258 05	5,535 69		
	826 45	Other assets—materials and supplies -----	754 42		72 03	
\$	615,884 07	Grand total -----	\$ 603,523 55		\$ 12,360 52	
		LIABILITIES.				
\$	400,000 00	Capital stock -----	\$ 400,000 00			
	140,000 00	Funded debt -----	140,000 00			
	15,017 22	Current liabilities -----	9,633 74		\$ 5,383 48	
	60,866 85	Profit and loss -----	53,889 81		6,977 04	
\$	615,884 07	Grand total -----	\$ 603,523 55		\$ 12,360 52	

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
General officers.....	8	1,402	\$ 4,280 00	\$ 3 05
Other officers.....	1	313	600 00	1 92
General office clerks.....	2	625	1,620 00	2 59
Other Employees:				
Station agents.....	9	2,477	2,190 00	88
Other station men.....	4	699	627 04	90
Enginemen.....	3	713	1,630 00	2 29
Firemen.....	3	726	833 00	1 15
Conductors.....	3	782	1,590 00	2 03
Other trainmen.....	5	1,256	1,256 00	1 00
Machinists.....	1	120	360 00	3 00
Carpenters.....	2	433	866 00	2 00
Other shopmen.....	3	930	926 50	1 00
Section foremen.....	3	939	1,548 00	1 65
Other trackmen.....	17	4,380	3,504 00	80
Switchmen, flagmen, and watchmen.....	4	929	806 40	87
Total (including "General Officers")—N. C.	68	16,724	\$ 22,636 94	\$ 1 35
Less "General Officers".....	8	1,402	4,280 00	3 05
Total (excluding "General Officers")—N. C.	60	15,322	\$ 18,356 94	\$ 1 20
DISTRIBUTION OF ABOVE:				
General administration.....	11	2,340	\$ 6,500 00	\$ 2 81
Maintenance of way and structures.....	20	5,319	5,052 00	95
Maintenance of equipment.....	6	1,483	2,152 50	1 45
Conducting transportation.....	31	7,582	8,932 44	1 18
Total (including "General Officers")—N. C.	68	16,724	\$ 22,636 94	\$ 1 35

PASSENGER AND FREIGHT AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	6,655			
Number of passengers carried one mile.....	135,570			
Number of passengers carried one mile per mile of road	5,423			
Average distance carried	20.37			
Total passenger revenue.....		3,417	10	
Average amount received from each passenger.....			51	346
Average receipts per passenger per mile			2	520
Total passenger earnings		4,422	9	
Passenger earnings per mile of road.....		176	88	
Passenger earnings per train mile.....			79	634
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	17,753			
Number of tons carried one mile	417,233			
Number of tons carried one mile per mile of road.....	16,689			
Average distance haul of one ton	23.5			
Total freight revenue		21,349	2	
Average amount received for each ton of freight.....		1	20	
Average receipts per ton per mile			5	117
Total freight earnings.....		21,349	2	
Freight earnings per mile of road		853	96	
Freight earnings per train mile.....		1	28	161
PASSENGER AND FREIGHT:				
Passenger and freight revenue		24,766	12	
Passenger and freight revenue per mile of road		990	64	
Passenger and freight earnings.....		25,771	11	
Passenger and freight earnings per mile of road.....		1,030	84	
Gross earnings from operation		25,771	11	
Gross earnings from operation per mile of road.....		1,030	84	
Gross earnings from operation per train mile.....		1	16	029
Operating expenses		21,221	38	
Operating expenses per mile of road		848	86	
Operating expenses per train mile			95	545
Income from operation—entire line.....		12,070	27	
Income from operation per mile of road—entire line.....		309	47	

FREIGHT TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	PerCent.
PRODUCTS OF AGRICULTURE:				
Grain	76	2	78	.04
Flour	168	135	303	.17
Other mill products	7	1	8	.01
Hay	63	4	67	.04
Tobacco	3	8	11	
Cotton	296		296	.17
Fruit and vegetables	909	12	921	.52
Peanuts	233		233	.13
PRODUCTS OF ANIMALS:				
Live stock	6		6	
Dressed meats	28	15	43	.02
Other packing-house products	1	1	2	
Poultry, game and fish	37	8	45	.03
PRODUCTS OF MINES: -				
Anthracite coal	28		28	.02
PRODUCTS OF FOREST:				
Lumber	2,679		2,679	1.51
Logs	11,497		11,497	6.48
Other forest products	396		396	.22
MANUFACTURES:				
Petroleum and other oils	18	9	27	.01
Sugar and molasses	22	29	51	.03
Naval stores	6	28	34	.02
Iron and steel rails	19		19	.01
Other castings and machinery	85	20	105	.06
Cement, brick and lime	77	22	99	.05
Agricultural implements	1	1	2	
Wines, liquors and beers	1		1	
Household goods and furniture	15	2	17	.01
Fertilizers	16	387	403	.23
Salt	81	26	107	.06
Miscellaneous—other commodities not mentioned above	199	75	274	.16
Total tonnage—North Carolina	16,967	785	17,752	10.00
Total tonnage—entire line	26,469	1,225	27,694	10.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.	
		No.	Name.
LOCOMOTIVES—Owned and Leased:			
Passenger	1	1	Eames' Vacuum.
Freight	2	1	American Steam.
Switching	1		
Total locomotives in service	4	2	
CARS—Owned and Leased—			
IN PASSENGER SERVICE:			
First class cars	2	2	Hand.
Second class cars	2	2	Hand.
Baggage, express, and postal cars	1	1	Hand.
Total	5	5	
IN FREIGHT SERVICE:			
Box cars	5	5	Hand.
Flat cars	82	82	
Other cars in freight service	20		
Total	107		
Total cars owned	112		

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, Etc.

Bridges, wooden—number	18
Aggregate length, feet	319
Minimum length, feet	10
Maximum length, feet	90
Overhead railway crossings, bridges—number	1
Height above surface of rail, feet	14.4
Gauge of track, 3 feet 6 inches; 39 miles. Gauge of track, 4 feet 9 inches; 1 mile.	

SUFFOLK LUMBER COMPANY.

HISTORY.

Organized under the laws of the State of North Carolina, Act March, 1881; amended March, 1887.

The entire length of the road in North Carolina is 16 miles, all in Gates County, 7 miles of which is of permanent structure, 9 miles temporary. Principally a logging road.

The road is owned by W. H. Jackson & Sons, Baltimore, Md.

President and Treasurer, W. H. Jackson, Salisbury.

Locomotives, 2; logging cars, 75.

WARRENTON RAILROAD COMPANY.

HISTORY.

The Warrenton Railroad Company was organized April 21, 1876, under the laws of the State of North Carolina, Acts of General Assembly, February 10, 1877.

The Warrenton Railroad runs from Warrenton, N. C., to Warrenton Plains, a station on the Raleigh and Gaston Railroad; distance, including side track, $3\frac{1}{4}$ miles.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. J. White	Warrenton, N. C.
Secretary-Treasurer	J. M. Gardner	Warrenton, N. C.
Attorney	C. A. Cook	Warrenton, N. C.
Gen. Man. and Frt. and Pass. Agt.	O. P. Shell	Warrenton, N. C.

PROPERTY OPERATED.

Warrenton to Warren Plains, miles..... 3

CAPITAL STOCK.

Capital stock.....	\$ 12,300 00
Funded debt.....	8,000 00
Cost of road.....	9,600 00
Cost of equipment.....	7,150 00

EARNINGS.

Gross earnings.....	\$ 4,102 00
Operating expenses.....	3,671 00
Employees, 6.	

EQUIPMENT.

One locomotive; 1 passenger car; 1 flat car; 1 hand car.

WELLINGTON AND POWELLSVILLE RAILROAD COMPANY.

HISTORY.

Cashie and Roanoke Railroad Company was chartered in 1885. October, 1893, road sold and name changed to Wellington and Powellsville Railroad Company.

The road now begins at the town of Wellington and runs in the direction of Powellsville, $4\frac{1}{2}$ miles from Ahoskie on the Norfolk and Carolina Railroad.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President -----	J. W. Branning -----	Edenton, N. C.
Treasurer -----	F. B. Delaplaine -----	Edenton, N. C.
Superintendent -----	Jas. A. Fickett -----	Wellington, N. C.

Capital stock -----	\$ 25,000 00
Cost of road -----	25,000 00
Gross earnings -----	11,068 64
Operating expenses -----	12,591 83
Employees, 20.	
Length of road, 15 miles; all in Bertie County.	

EQUIPMENT.

Locomotives, 3; passenger car, 1; flat cars, 3; other cars, 45.

WILMINGTON, NEWBERN AND NORFOLK RAILWAY COMPANY.

HISTORY.

Chartered March, 1885; amended February, 1887, March, 1887. No limitation as to duration of charter.

This company was chartered for the purpose of constructing a railroad from the city of Wilmington to Jacksonville, in the county of Onslow, or to such other places in said county as the company might determine, with the right to continue the road through any of the counties in the State of North Carolina lying east of the Wilmington and Weldon Railroad, and to connect with any railroad now chartered or which may be chartered hereafter, with a capital stock of \$1,000,000, and a right to increase the same to \$3,000,000.

Road now completed to Newbern.

Name changed in 1893 to Wilmington, Newbern and Norfolk Railway Company.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Thomas A. McIntyre	New York, N. Y.
First Vice-President	H. A. Whiting	Wilmington, N. C.
Secretary	C. M. Whitlock	Wilmington, N. C.
Treasurer	W. A. Nash	New York, N. Y.
Attorney	A. M. Waddell	Wilmington, N. C.
Auditor	J. W. Martenis	Wilmington, N. C.
General Manager	H. A. Whiting	Wilmington, N. C.
Traffic Manager	J. W. Martenis	Wilmington, N. C.

PROPERTY OPERATED.

Wilmington, Newbern and Norfolk Railroad Company—from Wilmington, N. C., to Newbern, N. C., 87.25 miles.

CAPITAL STOCK.

Capital stock under charter, common—number of shares authorized	60,000
Par value of shares	\$ 50 00
Total par value authorized	3,000,000 00
Capital stock, by vote of stockholders—number of shares authorized	24,000 00
Par value of shares	50 00
Total par value authorized	1,000,000 00
Total amount issued and outstanding	1,000,000 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage. Date of issue, January 12, 1891. When due, February 1, 1921.

Amount of authorized issue	\$ 718,000 00
Amount issued	718,000 00
Amount outstanding	718,000 00

Cash realized on amount issued—issued for construction.

Rate of interest, 5 per cent. When payable, February 1 and August 1.

Class of bond or obligation—Second mortgage. Date of issue, January 18, 1891. When due, February 1, 1921.

Amount of authorized issue	\$ 432,000 00
Amount issued	432,000 00
Amount outstanding	432,000 00

Cash realized on amount issued—issued for construction.

Rate of interest, 5 per cent. When payable, February 1 and August 1.

Grand total amount of authorized issue	1,150,000 00
Grand total amount issued	1,150,000 00
Grand total amount outstanding	1,150,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	\$ 1,150,000 00
Amount outstanding	1,150,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash	\$ 3,845 63	Loans and bills payable	\$ 32,233 39
Due from agents	1,862 77	Audited vouchers and accounts	2,401 70
Net traffic balances due from other companies		Wages and salaries	2,823 65
Due from solvent companies and individuals	1,947 40		
Total—cash and current assets	\$ 7,655 80	Total current liabilities	\$ 37,458 74
Balance current liabilities	29,802 94	Total	\$ 37,458 74
Total	\$ 37,458 74		

Materials and supplies on hand, \$2,230.12.

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	Apportion- ment to Railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$ 1,200,000 00	\$ 1,200,000 00	87.25	\$ 13,753.582
Bonds	1,150,000 00	1,150,000 00	87.25	13,180.516
Current liabilities	37,458 74	37,458 74	87.25	429.326
Total	\$ 2,387,458 74	\$ 2,387,458 74	87.25	\$ 27,363.424

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year.	Total cost to June 30, 1893.	Total cost to June 30, 1894.	Cost per mile.
CONSTRUCTION:	\$ 632,000 00	\$ 1,768,758 80	\$ 2,310,758 80	\$ 26,484 34
Buildings, Furniture and Fixtures --	627 00	865 80	1,492 80	17 11
Shop machinery and tools -----		52 24	52 24	60
Sidings and yard extensions -----	339 76	3,896 97	4,236 73	48 56
Terminal facilities and elevators— turn-tables -----	63 50		63 50	73
Other items—shipways -----		492 75	492 75	5 65
Total construction -----	\$ 633,030 26	\$ 1,684,066 56	\$ 2,317,096 82	\$ 26,556 99
EQUIPMENT:				
Locomotives -----	8,200 00	15,500 00	23,700 00	271 63
Passenger cars -----	9,000 00	10,069 00	19,069 00	218 56
Baggage, express and postal cars -----	850 00		850 00	9 74
Combination cars -----	3,450 00		3,450 00	39 54
Freight cars -----	1,293 82	28,041 20	29,335 02	336 22
Grand total cost of construction, equip- ment, etc. -----	\$ 22,793 82	\$ 53,610 20	\$ 76,404 02	\$ 875 69
Total cost construction, equipment, etc., State of North Carolina. -----	\$ 655,824 08	\$ 1,737,676 76	\$ 2,393,500 84	\$ 27,432 68

INCOME ACCOUNT.

Gross earnings from operation -----	\$ 72,770 69	
Less operating expenses -----	57,070 20	
Income from operation -----		\$ 15,700 49
Deductions from income—taxes -----		2,032 87
Net income -----		\$ 13,667 62
Surplus from operations of year ending June 30, 1894 -----		13,667 62
Surplus on June 30, 1893 (from "General Balance Sheet") -----		3,250 42
Surplus on June 30, 1894 (for entry on "General Balance Sheet") -----		\$ 16,918 04

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger revenue.....	\$ 25,707 02		
Less repayments—tickets redeemed.....	2 50		
Excess fares refunded	1 83		
Total deductions.....		\$ 4 33	
Total passenger revenue.....			\$ 25,702 69
Mail.....	2,561 58		2,561 58
Express.....	122 54		122 54
Extra baggage and storage	17 82		17 82
Total passenger earnings.....			\$ 28,404 63
FREIGHT:			
Freight revenue.....	41,769 42		
Less repayments—overcharge to shippers.....	195 07		
Total deductions.....		\$ 195 07	
Total freight revenue.....			\$ 41,574 35
Total freight earnings			\$ 41,574 35
Total passenger and freight earnings.....			\$ 69,978 98
OTHER EARNINGS FROM OPERATION:			
Other sources.....			2,791 71
Total other earnings.....			\$ 2,791 71
Total gross earnings from operation—Entire line			\$ 72,770 69

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$ 8,454 76
Renewals of ties	2,200 15
Repairs of bridges and culverts	133 93
Repairs of fences, road crossings, signs and cattle guards	134 99
Repairs of buildings	340 65
Repairs of docks and wharves	3 55
Repairs of telegraph	91 10
Other expenses	9 35
Total	\$ 11,368 48

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	\$ 3,941 35
Repairs and renewals of passenger cars	2,986 44
Repairs and renewals of freight cars	2,586 89
Repairs and renewals of ferryboats, tugs, floats and barges	726 46
Shop machinery, tools, etc.	144 23
Other expenses	44 73
Total	\$ 10,430 10

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen	\$ 3,518 81
Fuel for locomotives	4,215 86
Water-supply for locomotives	518 63
All other supplies for locomotives	518 29
Wages of other trainmen	3,792 49
All other train supplies	628 01
Wages of switchmen, flagmen, and watchmen	395 87
Wages of station agents, clerks and laborers	6,580 32
Station supplies	512 59
Switching charges—balance	2,076 60
Car mileage—balance	518 57
Loss and damage	650 78
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel and supplies	3,431 44
Other expenses	270 29
Total	\$ 27,628 55

GENERAL EXPENSES:

Salaries of officers	\$ 3,000 00
Salaries of clerks	1,775 30
General office expenses and supplies	534 40
Agencies, including salaries and rent	102 46
Advertising	425 41
Commissions	149 02
Insurance	120 60
Rents not otherwise provided for	300 00
Legal expenses	87 66
Stationery and printing	950 81
Other general expenses	197 41
Total	\$ 7,643 07

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 11,368 48
Maintenance of equipment	10,430 10
Conducting transportation	27,628 55
General expenses	7,643 07
Grand total	\$ 57,070 20

Percentage of expenses to earnings—North Carolina, 78.42.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.	ASSETS.	JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.	
			Increase.	Decrease.
Total.		Total.		
\$ 1,684,066 56	Cost of road -----	\$ 2,317,096 82	\$ 633,030 26	
53,610 20	Cost of equipment -----	76,404 02	22,793 82	
8,855 15	Cash and current assets -----	7,655 80		\$ 1,199 35
2,016 81	Other assets—Materials and supplies---	2,230 12	213 31	
649 34	Sundries -----	990 02	340 68	
\$ 1,749,198 06	Grand total -----	\$ 2,404,376 78	\$ 655,178 72	
	LIABILITIES.			
\$ 1,000,000 00	Capital stock -----	\$ 1,200,000 00	\$ 200,000 00	
718,000 00	Funded debt -----	1,150,000 00	432,000 00	
27,947 64	Current liabilities -----	37,458 74	9,511 10	
3,250 42	Profit and loss -----	16,918 04	13,667 62	
\$ 1,749,198 06	Grand total -----	\$ 2,404,376 78	\$ 655,178 72	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—first mortgage. What road mortgaged—from Wilmington to Jacksonville, 50.15 miles. Amount of mortgage per mile of line, \$14,317. Class of bond or obligation—first mortgage. What road mortgaged—from Jacksonville to Newbern, 37.10 miles. Amount of mortgage per mile of line, \$11,644.

EMPLOYEES AND SALARIES.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
General officers-----	2	313	\$ 3,000 00	\$ 9 58
Other officers-----	2	626	2,700 00	4 31
General office clerks-----	3	939	1,775 30	1 89
Other employees:				
Station agents-----	8	2,504	4,040 00	1 61
Other station men-----	9	2,780	2,740 00	91
Enginemen-----	3	824	2,318 25	2 81
Firemen-----	3	825	1,025 56	1 24
Conductors-----	3	820	2,080 00	2 54
Other trainmen-----	7	2,180	1,712 49	79
Machinists-----	4	1,255	2,223 40	1 77
Carpenters-----	3	920	1,450 00	1 58
Other shopmen-----	4	1,240	1,440 00	1 16
Section foremen-----	5	1,565	2,400 00	1 53
Other trackmen-----	28	8,760	6,134 50	70
Switchmen, flagmen, and watchmen-----	2	606	540 30	89
Employees—account floating equipment-----	5	1,500	1,920 00	1 28
All other employees and laborers-----	1	250	350 00	1 40
Total (including "General Officers")—N. C.---	92	27,907	\$ 37,849 80	\$ 1 36
Less "General Officers"-----	2	313	3,000 00	9 58
Total (excluding "General Officers")—N. C.---	90	27,594	\$ 34,849 80	\$ 1 26
DISTRIBUTION OF ABOVE:				
General administration-----	5	1,252	\$ 4,775 30	\$ 3 81
Maintenance of way and structures-----	34	10,638	9,734 50	92
Maintenance of equipment-----	12	3,728	6,613 40	1 77
Conducting transportation-----	41	12,289	16,726 60	1 36

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	35,161			
Number of passengers carried one mile.....	1,328,127			
Number of passengers carried one mile per mile of road	15,222.08			
Average distance carried.....	37.77			
Total passenger revenue		25,702	69	
Average amount received from each passenger.....			73	099
Average receipts per passenger per mile.....			01	935
Total passenger earnings.....		28,404	63	
Passenger earnings per mile of road.....		325	55	449
Passenger earnings per train mile.....			44	198
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	27,595			
Number of tons carried one mile.....	1,205,842			
Number of tons carried one mile per mile of road..	13,820.54			
Average distance haul of one ton.....	43.70			
Total freight revenue.....		41,574	35	
Average amount received for each ton of freight.....		1	50	659
Average receipts per ton per mile.....			03	448
Total freight earnings.....		41,574	35	
Freight earnings per mile of road.....		476	49	684
Freight earnings per train mile			90	011
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		67,277	04	
Passenger and freight revenue per mile of road.....		771	08	355
Passenger and freight earnings.....		69,978	98	
Passenger and freight earnings per mile of road.....		802	05	134
Gross earnings from operation		72,770	69	
Gross earnings from operation per mile of road.....		834	04	802
Gross earnings from operation per train mile.....			65	883
Operating expenses.....		57,070	20	
Operating expenses per mile of road.....		654	09	971
Operating expenses per train mile			51	669
Income from operation.....		15,700	49	
Income from operation per mile of road.....		179	94	831

FREIGHT TRAFFIC MOVEMENTS.

COMMODITY.	Freight Originating on this Road.	Total Freight Tonnage.
	Whole Tons.	Per Cent.
PRODUCTS OF AGRICULTURE:		
Grain	1,264	4.58
Flour	537	1.95
Other mill products	241	.87
Hay	364	1.32
Tobacco	20	.07
Cotton	2,624	7.26
Fruit and vegetables	188	.68
Cotton seed	1,135	4.11
Peanuts	376	1.36
Potatoes	442	1.60
Melons	232	.84
PRODUCTS OF ANIMALS:		
Live stock	158	.58
Dressed meats	108	.39
Poultry, game and fish	47	.17
Wool, hides and leather	2	.01
Oysters	140	.52
Clams	184	.67
Fish	152	.56
PRODUCTS OF MINES:		
Anthracite and bituminous coal	109	.39
PRODUCTS OF FOREST:		
Lumber	9,376	33.98
Logs	5,208	18.88
Wood	1,006	3.65
Shingles, etc	166	.61

FREIGHT TRAFFIC MOVEMENTS—Continued.

COMMODITY.	Freight Originating on this Road.	Total Freight Tonnage.
	Whole Tons.	Per Cent.
MANUFACTURES:		
Salt	112	.42
Ice	121	.45
Naval stores.....	423	1.53
Other castings and machinery.....	400	1.46
Cement, brick and lime	689	2.49
Wagons, carriages, tools, etc	29	.11
Wines, liquors and beers	173	.64
Household goods and furniture.....	102	.38
Fertilizers	428	1.52
Merchandise.....	491	1.79
Miscellaneous—other commodities not mentioned above.....	1,148	4.16
Total tonnage—entire line.....	27,595	100.

DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased:						
Passenger -----	1	4	2	Boyden. Westinghouse	2	Janney.
Freight-----			2			
Total locomotives owned ----	1	4	4		2	
CARS—Owned and Leased—						
IN PASSENGER SERVICE:						
First-class cars -----	3	8	7	Westinghouse Boyden.	8	Janney.
Baggage, express, and postal cars	1	1	1		1	Janney.
Other cars in passenger service.		2	2	Boyden.	2	Gould.
Total -----	4	11	11		11	
IN FREIGHT SERVICE:						
Box cars -----		23	23	Boyden.	5 2	Trojan. Thurmond.
Flat cars -----		40	11	Boyden.	16 11	Gould. Trojan.
Stock cars -----		1			1	Trojan.
Total -----		64	34		35	
Total cars in service-----	4	79	49		48	

MILEAGE.**MILEAGE OF ROAD OPERATED—(ALL TRACKS).**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	New Line Constructed During Year.	RAILS. Steel.
	Main Line	Branches and Spurs.			
Miles of single track-----	87.25		87.25	37.10	87.25
Miles of yard track and sidings-----	3.24		3.24	.42	3.24
Total mileage operated (all tracks)---	90.49		90.49	37.52	90.49

RENEWALS OF RAILS AND TIES.**NEW TIES LAID DURING YEAR:**

Long-leaf heart-pine—number-----	10,115
Average price at distributing point-----	20 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Passenger and freight locomotives—Cords of wood, soft-----	3,673
Total fuel consumed, tons-----	183.650
Miles run-----	111,000
Average pounds fuel consumed per mile-----	33.09
Average cost at distributing point-----	\$ 1 35

ACCIDENT TO PERSONS.

At highway crossings, trespassing—killed-----	1
---	---

CHARACTERISTICS OF ROAD.

Bridges—iron, draw-----	2
Aggregate length, feet-----	148
Trestles—number-----	18
Aggregate length, feet-----	3,083
Minimum length, feet-----	56
Gauge of track, 4 feet 9 inches. 87.25 miles.	

TELEGRAPH.**OWNED BY ANOTHER COMPANY.**

Miles of line-----	87.25
Miles of wire-----	87.25
Name of owner and operating company—Western Union Telegraph Company.	

WILMINGTON SEA-COAST RAILROAD COMPANY.

HISTORY.

The Wilmington Sea-Coast Railroad Company was organized March, 1888, under the laws of the State of North Carolina. Road completed and opened June, 1888.

The Wilmington Sea-Coast Railroad Company purchased the Ocean View Railroad, February 28, 1891, and now owns the whole line from Wilmington to the ocean, 11.81 miles.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Geo. R. French.....	Wilmington, N. C.
Secretary-Treasurer.....	W. P. Toomer.....	Wilmington, N. C.
General Counsel.....	Ricaud & Weil.....	Wilmington, N. C.
General Manager.....	J. H. Daniel.....	Wilmington, N. C.
Freight and Passenger Agent.....	E. S. Latimer.....	Wilmington, N. C.

PROPERTY OPERATED.

From Wilmington to Hammocks, 10.31 miles; from Hammocks to Atlantic, 1.51 miles.

Capital stock.....	\$ 150,000 00
Funded debt.....	20,000 00
	<u>\$ 170,000 00</u>

COST OF ROAD AND EQUIPMENT.

Total cost of construction.....	\$ 111,247 00
Total cost of equipment.....	26,354 00
Total cost of construction and equipment.....	<u>\$ 137,601 00</u>
Gross earnings.....	13,798 00
Operating expenses.....	12,093 00
Income from operation.....	<u>\$ 1,705 00</u>

EQUIPMENT.

One locomotive, 3 passenger cars, 4 open cars, 2 combination cars.
Employees, 14.

CHARACTERISTICS OF ROAD.

Bridges, wooden.....	3
Aggregate length, feet.....	8,000
Gauge of track, 4 feet 8½ inches.	

WINTON RAILROAD COMPANY.

HISTORY.

This road was chartered in 1889. Organized September 9, 1891.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	P. D. Camp.....	Franklin, Va.
Secretary-Treasurer	R. J. Camp.....	Franklin, Va.
Attorney	George Cowper.....	Winton, N. C.

Principally a logging road, 12 miles in length.

Capital stock.....	\$ 30,000 00
Cost of road.....	35,000 00
Equipment	5,456 00
Gross earnings	15,955 46
Operating expenses.....	11,802 12
Cost of construction per mile	2,500 00
Cost of construction and equipment per mile.....	2,888 00

EQUIPMENT.

Three locomotive; one flat car; twenty logging cars.
Employees, 30.

RICHMOND AND DANVILLE SYSTEM.

LINES CONTROLLED BY LEASE, OWNERSHIP AND OTHERWISE, OPERATED IN
NORTH CAROLINA.

Atlanta and Charlotte Air Line.....	43.13
Atlantic, Tennessee and Ohio.....	44.00
Asheville and Spartanburg.....	41.90
Charlotte, Columbia and Augusta.....	11.50
Danville and Western.....	1.00
Danville, Mocksville and Southwestern.....	8.10
High Point, Randleman, Asheboro and Southern.....	27.81
Milton and Sutherlin.....	.40
North Carolina.....	223.20
North Carolina Midland.....	26.11
Northwestern North Carolina.....	100.15
Oxford and Clarksville.....	49.32
Oxford and Henderson.....	12.94
Piedmont.....	42.49
State University.....	10.20
Statesville and Western.....	20.36
Western North Carolina.....	306.91
Yadkin.....	41.17

Total length of all lines Richmond and Danville System in North Carolina.... 1,010.48

REORGANIZATION.

The railroads and property of this system since June 30, the date to which the reports of earnings are made have been sold under foreclosure of its consolidated mortgages, and a new corporation, the Southern Railway Company, has been organized. The officers of the new system are as follows:

OFFICERS.

Southern Railway Company.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	Samuel Spencer.....	New York.
Second Vice-President	A. B. Andrews	Raleigh, N. C.
Third Vice-President.....	W. H. Baldwin.....	Washington, D. C.
Assistant to President.....	Sol. Haas	Washington, D. C.
Secretary.....	W. A. C. Ewen.....	New York.
Treasurer.....	H. C. Ansley	Washington, D. C.
Chief Engineer	C. M. Bolton.....	Washington, D. C.
Gen'l Solicitor, Attorney or Counsel	Francis Linde Stetson.....	New York.
Auditor	George S. Hobbs	Washington, D. C.
General Manager Eastern System..	W. H. Green	Washington, D. C.
General Manager Western System..	C. H. Hudson.....	Knoxville, Tenn.
Traffic Manager.....	J. M. Culp.....	Washington, D. C.
General Passenger Agent	W. A. Turk.....	Washington, D. C.
Division Superintendent.....	W. B. Ryder	Charlotte, N. C.
Division Superintendent	J. S. B. Thompson.....	Richmond, Va.
Division Superintendent	E. Berkeley	Columbia, S. C.
Superintendent of Telegraph.....	C. A. Darlton.....	Washington, D. C.
Land and Immigration Agent.....	M. V. Richards.....	Washington, D. C.

ATLANTA AND CHARLOTTE AIR LINE RAILWAY.

HISTORY.

Georgia Air Line Railroad, chartered March 5, 1858, by the Legislature of Georgia, to run from Atlanta, in the State of Georgia, to the South Carolina State line. Amendment to the same approved December 11, 1858, and also September 7, 1868, and September 21, 1868.

South Carolina Air Line Railroad Company, charter granted December 20, 1856, conferring on it the same power as was granted to the Georgia Air Line Railroad Company, to run from the Georgia State line to the North Carolina State line. Amendment to the same approved September 18, 1868.

The North Carolina Air Line Railroad Company, charter granted August 3, 1868, to run from the South Carolina State line to such point on the Charlotte and South Carolina Railroad, or the North Carolina Railroad at the town of Charlotte, as shall be meet and practicable.

These roads form what was called the Atlanta and Richmond Air Line Company, which went into the hands of a receiver, and by authority contained in deed of trust, dated 1st day of July, 1870, they were sold at public auction on the 5th day of December. Reorganized April 4, 1877, under the name of the Atlanta and Charlotte Air Line Railway Company.

On the 26th of March, 1881, the road was leased to the Richmond and Danville Railway Company for ninety-nine years, from April 1, 1881, at a rental of \$462,500 annually.

PROPERTY OPERATED.

Atlanta and Charlotte Air Line Railway—from Atlanta, Ga., to Charlotte, N. C., miles. 268.54
Georgia Railway—entering Union Passenger Station, miles. .64

Total 269.18

In North Carolina, miles. 43.13

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Atlanta and Charlotte Air Line, operated by the Richmond and Danville Railroad Company, under agreement dated March 26, 1881, under which the Richmond and Danville Railroad Company took possession of the works, property and assets of the Atlanta and Charlotte Air Line Railway Company, and assumed all its liabilities then outstanding, agreeing to pay annually all taxes, assessments, public dues and charges legally levied upon said Air Line Company; interest upon the first mortgage bonds of said company in semi-annual installments of \$148,750; interest on the first mortgage preference and income bonds of said company in semi-annual installments of \$40,000; dividend of five per cent. on \$1,700,000 capital stock of said company in semi-annual installments of \$42,500, said dividend to be increased to six per cent. in event of the earnings of the Air Line exceeding \$1,500,000, and to seven per cent. in the event of earnings exceeding \$2,500,000; for maintaining the organization of the Atlanta and Charlotte Air Line Company, the sum of \$3,000 for the first year, and of \$2,000 for each succeeding year, said sums to be paid in semi-annual installments of \$1,500 and \$1,000 respectively. Also such sum annually as may be necessary to cover the charges of some responsible Trust Company in the City of New York for disbursing the payments for interest on the bonds and dividends as the stock of the Air Line Company and for registering and transferring said bonds and stock. Also to make certain betterments to the property of the Air Line Company, for the cost of which betterments the Richmond and Danville Company was to receive the bonds or stock of the latter Company, said agreement to continue until default by the Richmond and Danville Railroad Company in carrying out any of the provisions of the same, in event of which default the said agreement is terminable at the option of the Air Line Company, on thirty days notice to the Richmond and Danville Railroad Company, provided such default should still continue at the expiration of that time.

This report shows capital stock, funded debt, operations, etc., for North Carolina in proportion that the mileage in North Carolina bears to the whole line.

CAPITAL STOCK—North Carolina.

Capital stock, common—par value of shares	\$ 100 00
Total par value authorized	272,000 00
Total amount issued and outstanding	272,000 00
Rate of interest, 6 per cent.	
Dividends declared during year—amount.....	16,320 00

FUNDED DEBT—North Carolina.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
First mortgage.....	1877	1907	\$ 680,000 00	\$ 680,000 00	\$ 680,000 00
First preferred mortgage.....	1877	1897	80,000 00	80,000 00	80,000 00
Total.....			\$ 760,000 00	\$ 760,000 00	\$ 760,000 00
Income.....	1880	1900	120,000 00	120,000 00	120,000 00
Grand total.....			\$ 880,000 00	\$ 880,000 00	\$ 880,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year
First mortgage.....	7	Jan. and July	\$ 47,600 00	\$ 47,600 00
First preferred mortgage.....	6	April and Oct.	5,600 00	5,600 00
Total.....			\$ 53,200 00	\$ 53,200 00
Income.....	6	April and Oct.	7,200 00	7,200 00
Grand total.....			\$ 60,400 00	\$ 60,400 00

RECAPITULATION.**FOR MILEAGE OWNED—NORTH CAROLINA.**

Capital stock—total amount outstanding.....	\$ 272,000 00
Amount per mile of line, miles, 43.13.....	1,024 00
Bonds—total amount outstanding.....	880,000 00
Amount per mile of line, miles, 43.13.....	3,312 00

ATLANTA AND CHARLOTTE AIR LINE RAILWAY COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

See Southern Railway System, page 301.

COST OF ROAD, EXPENDITURES DURING THE YEAR.

CONSTRUCTION:

Sidings and yard extensions.....	\$ 130 12
Other items	4,562 59
Total construction	4,432 47
Total cost construction, equipment, etc—North Carolina	\$ 709 22

INCOME ACCOUNT—North Carolina.

Gross earnings from operation	\$ 243,476 90	
Less operating expenses	199,797 98	
Income from operation		\$ 43,678 92
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 60,400 00	
Other deductions	1,739 70	
Total deductions from income		62,139 70
Deficit		\$ 18,460 78
Dividends,-----per cent., preferred stock		16,320 00

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments etc.	Actual Earnings.
PASSENGER :			
Passenger revenue.....	\$ 79,915 61		
Total deductions.....		\$ 230 04	
Total passenger revenue.....			\$ 79,685 57
Mail.....			29,499 18
Express.....			5,235 70
Other items.....			192 00
Total passenger earnings.....			\$ 114,612 45
FREIGHT :			
Freight revenue.....	\$ 129,655 02		
Total deductions.....		\$ 1,583 27	
Total freight revenue.....			\$ 128,071 75
Total passenger and freight earnings.....			\$ 242,684 20
OTHER EARNINGS FROM OPERATION :			
Rents not otherwise provided for.....			271 95
Other sources.....			520 75
Total other earnings.....			\$ 792 70
Total gross earnings from operation—North Carolina.....			\$ 243,476 90
Total gross earnings from operation—entire line.....			\$1,521,730 63

OPERATING EXPENSES—Entire Line.

Maintenance of way and structures.....	\$ 268,653 81
Maintenance of equipment.....	151,260 34
Conducting transportation.....	647,682 71
General expenses.....	181,140 55
Grand total.....	\$1,248,737 41

Percentage of expenses to earnings—entire line, 82.

STATE OF NORTH CAROLINA.

Maintenance of way and structures.....	\$ 42,984 61
Maintenance of equipment.....	24,201 66
Conducting transportation.....	103,629 21
General expenses.....	28,982 50
Total.....	\$ 199,797 98

Percentage of expenses to earnings—North Carolina, 82.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
*General officers.....	24	7,512	\$ 5,656 07	\$ 75
*General office clerks.....	310	96,546	6,145 06	06
Other employees:				
Station agents.....	6	2,184	3,517 60	1 61
Other station men.....	5	1,641	1,174 35	72
Enginemen.....	8	2,099	8,970 93	4 27
Firemen.....	8	2,250	4,275 92	1 90
Conductors.....	5	1,965	5,294 75	2 69
Other trainmen.....	16	6,125	7,403 65	1 21
Section foremen.....	7	2,352	3,136 00	1 33
Other trackmen.....	47	12,276	9,222 50	75
Telegraph operators and dispatchers.....	2	728	1,058 70	1 45
All other employees and laborers.....	40	12,629	12,085 77	96
Total (including "General Officers")—N. C....	478	148,307	\$ 67,941 30	46
Less "General Officers".....	24	7,512	5,656 07	75
Total (excluding "General Officers")—N. C....	454	140,795	\$ 62,285 23	44

*General officers and clerks entire system. This road pays its proportional part of the expenses.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	46,680			
Number of passengers carried one mile.....	3,158,445			
Number of passengers carried one mile per mile of road	73,219			
Average distance carried.....	69.80			
Total passenger revenue.....		79,685	57	
Average amount received from each passenger.....		1	70	
Average receipts per passenger per mile.....			02	523
Total passenger earnings.....		114,612	45	
Passenger earnings per mile of road.....		2,665	40	
Passenger earnings per train mile.....		1	10	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	81,367			
Number of tons carried one mile.....	15,361,662			
Number of tons carried one mile per mile of road.....	357,248			
Average distance haul of one ton.....	188.79			
Total freight revenue.....		128,071	75	
Average amount received for each ton of freight.....		1	57	
Average receipts per ton per mile.....			00	834
Total freight earnings.....		128,071	75	
Freight earnings per mile of road.....		2,978	41	
Freight earnings per train mile.....		1	04	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		207,757	32	
Passenger and freight revenue per mile of road.....		4,831	56	
Passenger and freight earnings.....		242,684	20	
Passenger and freight earnings per mile of road.....		5,643	81	
Gross earnings from operation		243,476	90	
Gross earnings from operation per mile of road.....		5,662	25	
Gross earnings from operation per train mile.....		1	07	
Operating expenses		199,797	98	
Operating expenses per mile of road.....		4,623	21	
Operating expenses per train mile.....			88	
Income from operation.....		43,678	92	
Income from operation per mile of road		1,015	78	

FREIGHT AND TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain	122	2,140	2,262
Flour	454	3,340	3,794
Other mill products	260	859	1,119
Hay	27	381	408
Tobacco	26	1,185	1,211
Cotton	2,260	8,143	10,403
Fruit and vegetables	71	1,204	1,275
Cotton factory products	1,788	2,839	4,627
PRODUCTS OF ANIMALS:			
Live stock	224	253	477
Dressed meats	4	16	20
Other packing-house products	116	941	1,057
Poultry, game and fish	6	57	63
Wool	---	10	10
Hides and leather	86	162	248
PRODUCTS OF MINES:			
Anthracite coal	8	181	189
Bituminous coal	11	5,793	5,804
Coke	1	32	33
Ores	43	125	168
Stone, sand, and other like articles	367	627	994
PRODUCTS OF FOREST:			
Lumber	2,040	3,933	5,973

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originati'g on this Road.	Freight Receiv'd from Connecting Roads and other Carriers.	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES :			
Petroleum and other oils.....	441	1,685	2,126
Sugar.....	32	724	756
Naval stores.....	2	52	54
Iron, pig and bloom.....	8	9,348	9,356
Iron and steel rails.....	2	53	55
Other castings and machinery.....	147	1,056	1,203
Bar and sheet metal.....	13	279	292
Cement, brick and lime.....	865	429	1,294
Agricultural implements.....	4	35	39
Wagons, carriages, tools, etc.....	13	132	145
Wines, liquors and beers.....	62	208	270
Household goods and furniture.....	366	334	700
Fertilizers.....	2,041	3,805	5,840
Merchandise.....	1,769	4,989	6,768
Miscellaneous: other commodities not mentioned above.....	3,709	8,619	12,328
Total tonnage—North Carolina.....	17,388	63,979	81,367

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:					
Passenger -----	12	12	Westinghouse	12	Janney.
Freight -----	15	12	Westinghouse		
Switching -----	2	1	Westinghouse		
Total locomotives in service -----	29	25		12	
Less locomotives leased -----	4				
Total locomotives owned -----	25	25		12	
CARS—Owned and leased—					
IN PASSENGER SERVICE:					
First-class cars -----	7	7	Westinghouse	7	Janney.
Second-class cars -----	9	9	Westinghouse	9	Janney.
Combination cars -----	5	5	Westinghouse	5	Janney.
Baggage, express and postal cars -----	11	11	Westinghouse	11	Janney.
Total -----	32	32			
IN FREIGHT SERVICE:					
Box cars -----	216			39	Janney.
Flat cars -----	82			38	Janney.
Stock cars -----	7			1	Janney.
Total -----	305				
IN COMPANY'S SERVICE:					
Officers' and pay cars -----	1		Westinghouse	1	Janney.
Caboose cars -----	8				
Other road cars -----	29				
Total cars in service -----	375				
Total cars owned -----	375				

MILEAGE.

MILEAGE OF LINE OPERATED.

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS.
	Main Line.			Steel.
North Carolina-----	43.13		43.13	43.13
South Carolina-----	124.99		124.99	124.99
Georgia-----	100.42	.64	101.06	100.42
Total mileage operated, single track	268.54	.64	269.18	268.54

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR:

Steel—tons-----	1,245
Weight per yard, pounds-----	60½
Average price per ton at distributing point-----	\$ 22.00

NEW TIES LAID DURING YEAR:

Oak, first-class—number-----	22,718
Average price at distributing point-----	30 cts.
Oak, second-class—number-----	2,111
Average price at distributing point-----	15 cts.
Total new ties laid during year-----	24,829
Total average price at distributing point-----	28.72 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS	WOOD— CORDS.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous	Soft.			
Passenger-----	2,369	45	2,391.50	104,020	45.98
Freight-----	5,976	53	6,002.50	123,114	97.59
Switching-----	493	6	496	32,465	30.55
Construction-----	482	12	488	13,011	75.01
Total-----	9,320	116	9,378	272,610	68.80
Average cost at distributing point-----	\$ 1.88	\$ 1.43			

ACCIDENTS TO PERSONS—North Carolina.

EMPLOYEES:

Falling from trains and engines, injured-----	1
Derailments, injured-----	1
Other causes, injured-----	6
Total injured-----	8

ATLANTIC, TENNESSEE AND OHIO RAILROAD COMPANY.

HISTORY.

The Atlantic, Tennessee and Ohio Railroad was completed in 1860. In 1863 the rails were taken up and used for the Piedmont Railroad. Relaid June 22, 1871. Leased for ninety-nine years from October 1, 1881, to the Charlotte, Columbia and Augusta Railroad Company. This lease assigned to the Richmond and Danville Railroad Company.

This company was chartered by the General Assembly, ratified the 5th day of February, 1855, for the purpose of establishing communication between the waters of the Atlantic and Ohio River through the States of North Carolina, Tennessee and Kentucky, an Act for like purpose having been passed by the General Assembly of the State of Tennessee on the 26th day of February, 1852.

No limitation as to duration of its charter is expressed in the act.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	E. B. Springs.....	Charlotte, N. C.
Secretary-Treasurer	J. J. Gormley	Charlotte, N. C.

PROPERTY OPERATED.

Atlantic, Tennessee and Ohio Railroad—from Charlotte to Statesville, 44 miles. Road leased to and operated by Richmond and Danville Railroad Company.

Officers of operating road, see Southern Railway Company, page 301.

PROPERTY LEASED.

Leased to the Charlotte, Columbia and Augusta Railroad Company under deed of lease dated October 1, 1881, and continuing ninety-nine years, for an annual rental of twenty-five thousand dollars (\$25,000), said lease having been assigned to the Richmond and Danville Railroad Company, under agreement of lease of the latter company's property to said Richmond and Danville Railroad Company, dated May 1, 1886. Rental payable April 1, 1882, thereafter semi-annually.

CAPITAL STOCK.

Capital stock, common—number of shares authorized	8,000
Par value of shares	\$ 50 00
Total par value authorized.....	400,000 00
Total amount issued and outstanding	400,000 00
Dividends declared during year—rate, 4 per cent.—amount.....	16,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond—First mortgage. Date of issue, 1893. When due, 1913.

Amount of authorized issue	\$ 150,000 00
Amount issued.....	150,000 00
Amount outstanding.....	150,000 00
Rate of interest, 6 per cent. ; payable April and October.	
Amount of interest accrued during year.....	9,000 00
Amount of interest paid during year.....	9,000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds—amount issued	\$ 150,000 00
Amount outstanding	150,000 00
Amount of interest accrued during year	9,000 00
Amount of interest paid during year	9,000 00

INCOME ACCOUNT.

Gross earnings from operation	\$ 63,437 39
Less operating expenses	41,156 31
Income from operation	\$ 22,281 08
Miscellaneous income—less expenses	25,000 00
Deductions from income—interest on funded debt accrued	9,000 00
Net income	\$ 16,000 00
Dividends, 4 per cent., common stock	16,000 00

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 15,740 26		
Total deductions		\$ 2 20	
Total passenger revenue			\$ 15,738 06
Mail			2,400 96
Express			1,525 53
Total passenger earnings			\$ 19,664 55
FREIGHT:			
Freight revenue	\$ 43,688 99		
Total deductions		\$ 64 35	
Total freight revenue			\$ 43,624 64
Total freight earnings			\$ 43,624 64
OTHER EARNINGS FROM OPERATION:			
Other sources			\$ 148 20
Total gross earnings from operation—entire line			\$ 63,437 39

OPERATING EXPENSES.

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 14,983 44
Maintenance of equipment	2,630 30
Conducting transportation	16,092 95
General expenses	7,449 62
Grand total	\$ 41,156 31
Percentage of expenses to earnings, entire line, 64.	

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensation.
*General officers.....	24	7,515	\$ 2,114 47	\$ 28
*General office clerks	310	96,546	1,567 90	02
Other employees:				
Station agents.....	6	2,356	1,696 00	71
Other station men.....	4	1,448	626 40	43
Enginemen	2	396	1,513 96	3 82
Firemen	2	332	554 44	1 67
Conductors	3	336	768 32	2 28
Other trainmen	6	812	646 56	79
Section foremen	5	1,560	1,956 00	1 25
Other trackmen.....	30	6,444	4,802 24	74
Telegraph operators and dispatchers	10	44	108 68	2 47
All other employees and laborers	3	52	248 00	4 76
Total (including "General Officers")—N. C.	405	117,838	\$ 16,003 97	\$ 14
Less "General Officers"—.....	24	7,512	2,114 47	28
Total (excluding "General Officers")—N. C.	381	100,326	\$ 14,489 50	\$ 14

*General officers and clerks are for entire system. This road pays its proportional part of the expense, as above stated.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	27,387			
Number of passengers carried one mile	563,166			
Number of passengers carried one mile per mile of road	12,844			
Average distance carried	20.56			
Total passenger revenue		15,738	06	
Average amount received from each passenger			57	
Average receipts per passenger per mile			02	794
Total passenger earnings		19,664	55	
Passenger earnings per mile of road		446	92	
Passenger earnings per train mile		1	29	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	35,637			
Number of tons carried one mile	1,375,346			
Number of tons carried one mile per mile of road....	31,257			
Average distance haul of one ton	38.38			
Total freight revenue.....		43,624	64	
Average amount received for each ton of freight		1	22	
Average receipts per ton per mile			03	171
Total freight earnings		43,624	64	
Freight earnings per mile of road		991	47	
Freight earnings per train mile		2	07	
PASSENGER AND FREIGHT:				
Passenger and freight revenue		59,362	70	
Passenger and freight revenue per mile of road		1,349	15	
Passenger and freight earnings		63,289	19	
Passenger and freight earnings per mile of road		1,438	39	
Gross earnings from operation		63,437	39	
Gross earnings from operation per mile of road		1,441	76	
Gross earnings from operation per train mile		1	75	
Operating expenses		41,156	31	
Operating expenses per mile of road		935	37	
Operating expenses per train mile		1	14	
Income from operation		22,281	08	
Income from operation per mile of road			61	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain	205	1,748	1,953
Flour	94	2,930	3,024
Other mill products	54	1,948	2,002
Hay	14	97	111
Tobacco	335	62	397
Cotton	973	117	1,090
Fruit and vegetables	62	691	753
Cotton factory products	429	146	575
PRODUCTS OF ANIMALS:			
Live stock	28	231	262
Dressed meats	4	6	10
Other packing-house products	60	1,080	1,140
Poultry, game and fish	7		7
Wool	12	19	31
Hides and leather	21	293	314
PRODUCTS OF MINES:			
Bituminous coal	1	5,368	5,369
Coke		14	14
Stone, sand, and other like articles	106	46	152
PRODUCTS OF FOREST:			
Lumber	833	3,922	4,755

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES:			
Petroleum and other oils	59	195	254
Sugar	27	31	58
Naval stores	1	4	5
Iron, pig and bloom		20	20
Iron and steel rails		29	29
Other castings and machinery	69	236	305
Cement, brick and lime	98	109	207
Agricultural implements	293	41	334
Wagons, carriages, tools, etc	976	272	1,248
Wines, liquors and beers	716	442	1,158
Household goods and furniture	115	232	347
Fertilizers	623	1,317	1,940
Merchandise	860	2,263	3,123
Miscellaneous—Other commodities not mentioned above	1,881	2,769	4,650
Total tonnage—North Carolina	8,956	26,681	35,637

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first class—number 4,386
 Average price at distributing point..... 30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal—Tons. Bituminous	Wood— Cords. Soft.	Total Fuel Consumed. Tons	Miles Run.	Average Pounds Consumed Per Mile.
Passenger	480	12	486	15,174	64.07
Freight	684	15	691.50	21,058	65.68
Switching	89	2	90	3,779	47.86
Total	1,253	29	1,267.50	40,011	63.35
Average cost at distributing point.....	\$ 2 31	\$ 1 50			

ACCIDENT TO PERSONS.

OTHER EMPLOYEES:

Other causes, injured 1

TRESPASSING:

Other causes, injured..... 1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

BRIDGES:

Wooden—number 1
 Length, feet..... 527

TRESTLES:

Number 1
 Length, feet..... 125
 Gauge of track, 4 feet 9 inches. 44 miles.

ASHEVILLE AND SPARTANBURG RAILROAD.

HISTORY.

Road opened to Hendersonville, N. C., June 1, 1879. Sold under foreclosure April 4, 1881, and reorganized under present name. Road completed from Hendersonville to Asheville, twenty-one miles, and opened for business July 13, 1886, under management of the Richmond and Danville Railroad Company.

This company was chartered under the name of the Greenville and French Broad Railroad Company by Act of the General Assembly, ratified the 13th day of February, 1855, afterwards amended by act of the General Assembly, ratified 22d day of December, 1873, in pursuance of the laws of North and South Carolina, consolidated with the Spartanburg and Asheville Railroad Company of South Carolina, under the corporate name of the Spartanburg and Asheville Railroad Company, by Act of the General Assembly, ratified the 9th day of December, 1874. No limitation expressed in act as to limitation or duration of charter. On the 12th day of March, 1881, an act was ratified by the General Assembly of North Carolina for the relief of the stockholders of the Spartanburg and Asheville Railroad Company. By authority of this act the company assumed its present name.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	James Swann.....	New York.
Secretary.....	A. L. White.....	Spartanburg, S. C.

PROPERTY OPERATED.

Asheville and Spartanburg—from Spartanburg, S. C., to Asheville, N. C., 65.90 miles. By Richmond and Danville Railroad Company. 41.90 miles in North Carolina.

OFFICERS.

See Southern Railway Company, page 301.

PROPERTY LEASED.

The Asheville and Spartanburg Railroad, operated by the Richmond and Danville Railroad Company, which company receives all revenues, tolls, etc., and accounts therefor are rendered to Asheville and Spartanburg Railroad Company.

This report shows the capital stock, funded debt, earnings, etc., for North Carolina in proportion that the mileage in North Carolina bears to the whole line.

CAPITAL STOCK—North Carolina.

Par value of shares.....	\$ 100 00
Total par value authorized.....	703,500 00
Total amount issued and outstanding.....	703,500 00

FUNDED DEBT—North Carolina.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.****FIRST MORTGAGE:**

Amount of authorized issue	\$ 335,000 00
Amount issued	335,000 00
Amount outstanding	335,000 00
Rate of interest, 6 per cent. ; payable April and October.	
Amount of interest accrued during year	20,100 00

SECOND MORTGAGE:

Amount of authorized issue	\$ 335,000 00
Amount issued	144,050 00
Amount outstanding	144,050 00
Rate of interest, 6 per cent. ; payable January and July.	

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital stock	\$ 703,500 00	41.90	\$ 16,789 97
Bonds	479,050 00	41.90	11,433 17
Current liabilities	233,453 70	41.90	5,500 00
Total	\$ 1,416,003 70	41.90	\$ 33,723 14

INCOME ACCOUNT.—North Carolina.

Gross earnings from operation.....	\$ 93,147 56	
Less operating expenses	100,669 90	
Deficit		\$ 7,522 34
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 20,100 00	
Other deductions.....	215 65	
Total deductions from income.....		20,315 65
Deficit		\$ 12,793 31

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 36,561 55		
Total deductions		\$ 151 99	
Total passenger revenue			\$ 36,409 56
Mail			3,413 62
Express			1,860 86
Total passenger earnings			\$ 41,684 04
FREIGHT:			
Freight revenue	\$ 51,446 78		
Total deductions		\$ 152 11	
Total freight revenue			\$ 51,294 67
Total freight earnings			\$ 51,294 67
Total passenger and freight earnings			\$ 92,978 71
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for			\$ 167 50
Other sources			1 35
Total other earnings			\$ 168 85
Total gross earnings from operation—North Carolina			\$ 93,147 56
Total gross earnings from operation—entire line.			139,026 21

OPERATING EXPENSES—Entire Line.

Maintenance of way and structures	\$ 45,570 10
Maintenance of equipment	18,070 15
Conducting transportation	70,633 03
General expenses	15,980 32
Grand total	\$ 150,253 60
Percentage of expenses to earnings—entire line, 1.08.	

STATE OF NORTH CAROLINA.

Maintenance of way and structures	\$ 30,531 97
Maintenance of equipment	12,106 99
Conducting transportation	47,324 12
General expenses	10,706 82
Grand total	\$ 100,669 90

Percentage of expenses to earnings—N. C., 1.08.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensation.
*General officers.....	24	7,512	\$ 2,685 23	\$ 36
*General office clerks	310	96,546	2,141 54	02
Other Employees:				
Station agents	8	2,423	2,889 00	1 10
Other station men	21	2,287	1,974 00	86
Enginemen	7	1,533	5,060 00	3 30
Firemen	8	1,358	2,240 00	1 65
Conductors	7	1,037	2,906 00	2 80
Other trainmen	19	3,446	3,618 00	1 05
Machinists	2	81	137 00	1 70
Carpenters	17	520	602 00	1 16
Other shopmen	13	721	901 00	1 20
Section foremen	6	1,878	2,880 00	1 13
Other trackmen	50	7,750	5,712 00	74
Switchmen, flagmen, and watchmen.....	12	1,501	1,202 00	80
Telegraph operators and dispatchers	13	1,420	2,272 00	1 60
All other employees and laborers	5	244	341 60	1 40
Total (including "General Officers")—N. C.	522	130,262	\$ 37,561 37	28
Less "General Officers"	24	7,512	2,685 23	36
Total (excluding "General Officers")—N. C.	498	122,750	\$ 34,876 14	28

* General officers and clerks for entire system. This road pays its proportional part of the expenses, as above stated.

PASSENGER AND FREIGHT AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue	39,462			
Number of passengers carried one mile	1,501,616			
Number of passengers carried one mile per mile of road	38,133			
Average distance carried	38.05			
Total passenger revenue		36,409	56	
Average amount received from each passenger			92	
Average receipts per passenger per mile			02	424
Total passenger earnings		41,684	04	
Passenger earnings per mile of road		992	48	
Passenger earnings per train mile			97	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	71,097			
Number of tons carried one mile	4,407,537			
Number of tons carried one mile per mile of road	104,942			
Average distance haul of one ton	62			
Total freight revenue		51,294	67	
Average amount received for each ton of freight			72	
Average receipts per ton per mile			01	163
Total freight earnings		51,294	67	
Freight earnings per mile of road		1,221	30	
Freight earnings per train mile			81	
PASSENGER AND FREIGHT:				
Passenger and freight revenue		87,704	23	
Passenger and freight revenue per mile of road		2,018	19	
Passenger and freight earnings		92,978	71	
Passenger and freight earnings per mile of road		2,213	78	
Gross earnings from operation		93,147	56	
Gross earnings from operation per mile of road		2,217	80	
Gross earnings from operation per train mile			87	
Operating expenses		100,669	90	
Operating expenses per mile of road		2,396	89	
Operating expenses per train mile			95	

FREIGHT TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain.....	90	5,860	5,950
Flour.....	633	8,109	8,742
Other mill products.....	241	2,579	2,820
Hay.....	28	571	599
Tobacco.....	24	25	49
Cotton.....	535	138	673
Fruit and vegetables.....	1,358	742	2,100
Cotton factory products.....	429	455	884
PRODUCTS OF ANIMALS:			
Live stock.....	108	1,722	1,830
Dressed meats.....	4	33	37
Other packing-house products.....	42	2,059	2,101
Poultry, game and fish.....		7	7
Wool.....	1	1	2
Hides and leather.....	8	15	23
PRODUCTS OF MINES:			
Anthracite coal.....	4	207	211
Bituminous coal.....	30	29,068	29,098
Ores.....	39		39
Stone, sand, and other like articles.....	526	20	546
PRODUCTS OF FOREST:			
Lumber.....	2,151	1,570	3,721

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES:			
Petroleum and other oils	67	306	373
Sugar.....	5	49	54
Naval stores		523	523
Iron, pig and bloom	1	11	12
Other castings and machinery	34	290	324
Bar and sheet metal	2	99	101
Cement, brick and lime	908	163	1,071
Agricultural implements	2	83	85
Wagons, carriages, tools, etc	5	265	270
Wines, liquors and beers	132	149	281
Household goods and furniture	126	324	450
Fertilizers	43	2,244	2,287
Merchandise	328	1,652	1,980
Miscellaneous—other commodities not mentioned above	2,749	1,105	3,854
Total tonnage—North Carolina	10,653	60,444	71,097

DESCRIPTION OF EQUIPMENT.—Entire Line.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased :					
Freight	4	4	Westinghouse		
Total locomotives in service.....	4	4	Westinghouse		
CARS—Owned and Leased—					
IN PASSENGER SERVICE:					
First-class cars	2	2	Westinghouse	2	Janney.
Combination cars	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars	1	1	Westinghouse	1	Janney.
Total	4	4	Westinghouse	4	Janney.
IN FREIGHT SERVICE:					
Flat cars.....	1				
Total	1				
IN COMPANY'S SERVICE—					
Other road cars.....	1				
Total cars in service.....	6	4	Westinghouse	4	Janney.

MILEAGE.

MILEAGE OF ROAD OPERATED—NORTH CAROLINA.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track	41.90		41.90		41.90
Miles of yard track and sidings	2.03		2.03	2.03	
Total mileage operated (all tracks)	43.93		43.93	2.03	41.90

MILEAGE—Continued.**MILEAGE OF LINE OPERATED—SINGLE TRACK.**

North Carolina, represented by capital stock—main line.....	41.90
Total mileage operated.....	41.90
Rails, steel.....	41.90
South Carolina—line represented by capital stock, main line.....	24.00
Total mileage operated.....	24.00
Rails—iron.....	5.00
Steel.....	19.00
Total mileage operated.....	65.90
Total rails, iron.....	5.00
Total rails, steel.....	60.90

RENEWALS OF RAILS AND TIES—North Carolina.**NEW TIES LAID DURING YEAR:**

Oak, first class—number.....	15,339
Average price at distributing points.....	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES—North Carolina.

LOCOMOTIVES.	Coal-Bitu- minous. Tons.	Total Fuel Consumed Tons.	Miles Run	Average Pounds Consumed per Mile.
Passenger.....	1,522	1,522	42,927	70.91
Freight.....	3,620	3,620	63,430	114.14
Switching.....	58	58	9,118	12.72
Construction.....	38	38	2,049	37.09
Total.....	5,238	5,238	117,524	89.13
Average cost at distributing point.....	\$ 2 00			

ACCIDENTS TO PERSONS—North Carolina.

TRAINMEN:	Killed.	Injured.
Derailments.....		1
Other causes.....	1	1
OTHER EMPLOYEES:		
Other causes.....		1
OTHERS—TRESPASSING:		
At stations.....	1	
Other causes.....		1
OTHERS—NOT TRESPASSING:		
Other causes.....		1
Total.....	2	5

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD.

HISTORY.

The Charlotte, Columbia and Augusta Railroad, with its leased lines (Atlantic, Tennessee and Ohio Railroad, and Chester and Lenoir Narrow-gauge Railroad), is leased to the Richmond and Danville Railroad Company for a term of ninety-nine years, from May, 1886.

The original purpose of the Act incorporating the Charlotte and South Carolina Railroad Company was to establish a communication by rail between the town of Charlotte, North Carolina, and some point on the South Carolina Railroad in the State of South Carolina, with a capital stock of \$1,500,000. This corporation was exempt from taxation for a period of fifteen years from January 2, 1847—the day on which the Act of incorporation was ratified. It was allowed to increase its capital stock to \$2,000,000, by an Act to produce conformity in the charters granted to the Charlotte and South Carolina Railroad Company by the States of North and South Carolina, ratified January 29, 1849.

The Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company met in Columbia, S. C., severally, on the 7th and 8th of July, 1869, and in joint session on July 8th, 1869, and perfected the consolidation as authorized. The Charlotte and South Carolina Railroad Company was chartered in South Carolina on the 8th of December, 1848, and in the State of North Carolina, January 2, 1847. The Columbia and Hamburg Railroad Company was chartered in South Carolina December 21, 1858, and its name was changed to Columbia and Augusta Railroad Company December 17, 1863. Act authorizing the consolidation of the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company under the name of the Charlotte, Columbia and Augusta Railroad Company, was approved March 19, 1869. (S. C. Statutes 16, page 232.)

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President -----	A. B. Andrews-----	Raleigh, N. C.
Secretary-----	J. C. B. Smith-----	Columbia, S. C.

PROPERTY OPERATED.

Charlotte, Columbia and Augusta Railroad—from Charlotte, N. C., to Augusta, Ga., 190.53 miles. Augusta Street Railway—from entrance to Union Passenger Station, .47 miles. Total, 191 miles.

11.50 miles in North Carolina.

PROPERTY LEASED.

Charlotte, Columbia and Augusta Railroad leased to the Richmond and Danville Railroad Company under deed of lease May 1, 1886, and continuing ninety-nine years, under which deed of lease there are assigned to the Richmond and Danville Railroad Company all moneys due and to become due to said Charlotte, Columbia and Augusta Railroad Company, its works, property and its rights on and to the leases of the Atlantic, Tennessee and Ohio Railroad, the Chester and Lenoir Narrow-gauge and the Cheraw and Chester; and said Richmond and Danville Railroad Company receives the earnings from the operation of said Charlotte, Columbia and Augusta Railroad and applies same to the payment of its operating expenses and the interest on the outstanding bonds of the Charlotte, Columbia and Augusta Railroad Company, to the maintenance and improvement as may be necessary of the road and equipment and other property of said company, turning over to said company any surplus of said earnings, to be applied by the said company to the payment of dividends on its stock.

The amount necessary to maintain the corporate organization of the Charlotte, Columbia and Augusta Railroad Company, not exceeding \$1,500 per annum, is also to be paid before the application of any surplus to dividends on stock.

This report shows the capital stock, funded debt, earnings, etc., for North Carolina in proportion that the mileage in North Carolina bears to the whole line.

CAPITAL STOCK—North Carolina.

Par value of shares—common	\$ 100 00
Total par value authorized	149,524 00
Total amount issued and outstanding.....	149,524 00

FUNDED DEBT—North Carolina.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
First mortgage.....	1869	1895	\$ 116,000 00	\$ 116,000 00	\$ 116,000 00
Second mortgage.....	1872	1902	29,000 00	29,000 00	29,000 00
Consolidated mortgage.....	1883	1933	174,000 00	29,000 00	29,000 00
Grand total.....			\$ 319,000 00.	\$ 174,000 00	\$ 174,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate, Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First mortgage	7	Jan. and July	\$ 8,120 00	\$ 7,503 39
Second mortgage.....	7	Apr. and Oct.	2,030 00	978 46
Consolidated mortgage.....	6	Jan. and July	1,740 00	
Grand total.....			\$ 11,890 00	\$ 8,482 35

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding.....	\$ 149,524 00
Amount per mile of line, miles.....	11.50
Amount per mile of line, amount.....	13,002 07
Bonds—total amount outstanding.....	174,000 00
Amount per mile of line, amount.....	15,130 00
Current liabilities	24,371 07

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

Southern Railway Company, page 301.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION:

Expenditures during the year—

Sidings and yard extensions—Charged to construction or equipment.....	\$	9 55
Total cost construction, equipment, etc., to June 30, 1893—N. C.....		321,354 50
Total cost construction, equipment, etc., to June 30, 1894—N. C.....		321,364 05

INCOME ACCOUNT—North Carolina.

Gross earnings from operation.....	\$	38,084 50	
Less operating expenses.....		32,471 57	
Income from operation.....			\$ 5,612 93
DEDUCTIONS FROM INCOME:			
Interest on funded debt accrued.....	\$	11,890 00	
Rents paid for lease of road.....		25,000 00	
Other deductions.....		222 43	
Total deductions from income.....			37,112 43
Deficit.....			\$ 31,499 50
Surplus on June 30, 1893 (from "General Balance Sheet").....			1,551 42
Deficit on June 30, 1894 (for entry on "General Balance Sheet").....			\$ 33,050 92

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 11,237 40		
Total deductions.....		\$ 27 53	
Total passenger revenue.....			\$ 11,209 87
Mail			1,659 51
Express.....			882 95
Other items			36 65
Total passenger earnings.....			\$ 13,788 98
FREIGHT:			
Freight revenue.....	\$ 23,522 73		
Total deductions.....		\$ 139 58	
Total freight revenue.....			\$ 23,383 15
Total freight earnings.....			\$ 23,383 15
Total passenger and freight earnings.....			\$ 37,172 13
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for.....			56 27
Other sources.....			856 10
Total other earnings.....			\$ 912 37
Total gross earnings from operation—N. C.....			\$ 38,084 50
Total gross earnings from operation—entire line			\$ 656,629 32

OPERATING EXPENSES.

Maintenance of way and structures.....	\$ 108,188 03
Maintenance of equipment.....	59,282 60
Conducting transportation.....	294,599 19
General expenses.....	97,784 30
Grand total.....	\$ 559,854 61
Percentage of expenses to earnings—entire line, 84.	

STATE OF NORTH CAROLINA.

Maintenance of way and structures.....	\$ 6,274 92
Maintenance of equipment.....	3,438 39
Conducting transportation.....	17,086 75
General expenses.....	5,671 51
Total.....	\$ 32,471 57
Percentage of expenses to earnings—North Carolina, 85.	

RENTALS PAID.

FOR LEASE OF ROAD.

Atlantic, Tennessee and Ohio ----- \$ 25,000 00

COMPARATIVE GENERAL BALANCE SHEET—North Carolina.

JUNE 30, 1893.		ASSETS.	JUNE 30, 1894.		YEAR ENDING JUNE 30, 1894.	
Total.			Total.	Increase.	Decrease.	
\$	321,354 50	Cost of road -----	\$ 321,364 05	\$ 9 55		
	7,684 64	Cost C. & L. Extension-----	7,684 64			
	103 60	Telegraph lines A. T. & O-----	103 60			
	43 50	Telegraph lines C., C. & A-----	43 50			
	571 06	Stock C. & C. on hand-----	571 06			
	6,675 80	Stock C., C. & A. on hand-----	6,675 80			
		Cash and current assets -----	4,735 09	4,735 09		
	18	Other assets—sundries-----			\$ 18	
		Profit and loss -----	33,050 92	33,050 92		
\$	336,433 28	Grand total-----	\$ 374,228 66	\$ 37,795 56	\$ 18	
		LIABILITIES.				
\$	149,524 00	Capital stock -----	\$ 149,524 00			
	174,000 00	Funded debt-----	174,000 00			
	10,620 20	Current liabilities -----	49,967 00	\$ 39,346 80		
	12 66	Fractional bonds -----	12 66			
	725 00	C. & L.-----	725 00			
	1,551 42	Profit and loss -----			\$ 1,551 42	
\$	336,433 38	Grand total -----	\$ 374,228 66	\$ 39,346 80	\$ 1,551 42	

EMPLOYEES AND SALARIES—North Carolina.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
*General officers.....	24	7,512	\$ 1,334 81	
*General office clerks	310	96,546	865 79	
Other employees :				
Station agents.....	1	372	480 00	\$ 1 29
Other station men.....	3	1,064	204 00	19
Enginemen	25	469	1,572 50	3 13
Firemen	31	486	780 15	1 60
Conductors	22	246	716 30	2 91
Other trainmen.....	67	748	774 80	1 03
Section foremen.....	2	640	840 00	1 31
Other trackmen.....	9	2,656	1,853 60	69
Total (including "General Officers")—N. C.---	494	110,739	\$ 10,421 95	\$ 09
Less "General Officers".....	24	7,512	1,334 81	20
Total (excluding "General Officers")—N. C.---	470	103,227	\$ 9,087 14	\$ 09

*General officers and clerks for entire system ; this road pays its proportional part of expense as above.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Tonnage, Number Pas- sengers, Num- ber Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars	Cts	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	9,410			
Number of passengers carried one mile.....	471,600			
Number of passengers carried one mile per mile of road	38,325			
Average distance carried	44.80			
Total passenger revenue		11,209	87	
Average amount received from each passenger		1	19	
Average receipts per passenger per mile.....			04	658
Total passenger earnings.....		13,788	98	
Passenger earnings per mile of road.....		1,149	09	
Passenger earnings per train mile.....		1	05	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	14,578			
Number of tons carried one mile	1,310,061			
Number of tons carried one mile per mile of road	109,171			
Average distance haul of one ton.....	89.18			
Total freight revenue.....		23,383	15	
Average amount received for each ton of freight.....		1	60	
Average receipts per ton per mile.....			01	784
Total freight earnings.....		23,383	15	
Freight earnings per mile of road.....		1,948	59	
Freight earnings per train mile.....		1	78	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		34,593	02	
Passenger and freight revenue per mile of road.....		2,882	75	
Passenger and freight earnings.....		37,172	13	
Passenger and freight earnings per mile of road.....		3,097	68	
Gross earnings from operation		38,084	50	
Gross earnings from operation per mile of road.....		3,173	71	
Gross earnings from operation per train mile.....		1	31	
Operating expenses.....		32,471	57	
Operating expenses per mile of road.....		2,705	13	
Operating expenses per train mile		1	12	
Income from operation		5,612	93	
Income from operation per mile of road.....		467	74	

FREIGHT TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE :			
Grain -----	122	448	570
Flour -----	118	413	531
Other mill products -----	305	249	554
Hay -----	80	391	471
Tobacco -----	2	179	181
Cotton -----	871	648	1,519
Fruit and vegetables -----	68	1,647	1,715
Cotton factory products -----	303	289	592
PRODUCTS OF ANIMALS:			
Live stock -----	43	68	111
Dressed meats -----		1	1
Other packing-house products -----	47	113	160
Poultry, game and fish -----		11	11
Wool -----		1	1
Hides and leather -----	34	12	46
PRODUCTS OF MINES:			
Anthracite coal -----	1	20	21
Bituminous coal -----	5	354	359
Coke -----		3	3
Ores -----		14	14
Stone, sand, and other like articles -----	332	77	409
PRODUCTS OF FOREST:			
Lumber -----	530	175	705

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES:			
Petroleum and other oils.....	143	352	495
Sugar.....	56	73	129
Naval stores.....	286	33	319
Iron, pig and bloom.....	10	15	25
Iron and steel rails.....		68	68
Other castings and machinery.....	28	192	220
Bar and sheet metal.....	8	55	63
Cement, brick, and lime.....	154	116	270
Agricultural implements.....	5	12	17
Wagons, carriages, tools, etc.....	10	24	34
Wines, liquors, and beers.....	43	91	134
Household goods and furniture.....	40	68	108
Fertilizers.....	778	910	1,688
Merchandise.....	425	806	1,231
Miscellaneous—other commodities not mentioned above.....	743	1,060	1,803
Total tonnage—North Carolina.....	5,590	8,988	14,578

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.‡	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased:					
Passenger.....	5	5	Westinghouse	1	Janney.
Freight.....	2	2	Westinghouse		
Total locomotives owned.....	7	7			
CARS—Owned and Leased—					
IN PASSENGER SERVICE:					
First class cars.....	4	4	Westinghouse	4	Janney.
Second class cars.....	1	1	Westinghouse	1	Janney.
Combination cars.....	7	7	Westinghouse	7	Janney.
Baggage, express, and postal cars.....	5	5	Westinghouse	5	Janney.
Total.....	17	17		17	
IN FREIGHT SERVICE:					
Box cars.....	6			1	Janney.
Flat cars.....	12			6	Janney.
Stock cars.....	2				
Total.....	20			7	
IN COMPANY'S SERVICE:					
Officers' and pay cars.....	2	2	Westinghouse	2	Janney.
Caboose cars.....	15			1	Janney.
Other road cars.....	8				
Total cars owned.....	62			27	Janney.

MILEAGE.**MILEAGE OF LINE BY STATES.****North Carolina:**

Line represented by capital stock—main line.....	11.50
Total mileage operated.....	11.50
Rails, steel (miles).....	11.50

South Carolina:

Line represented by capital stock—main line.....	178.73
Total mileage operated.....	178.73
Rails, steel (miles).....	178.73

Georgia:

Line represented by capital stock—main line.....	.30
Line operated under trackage rights.....	.47
Total mileage operated.....	.77
Rails, steel (miles).....	.30

RENEWAL OF TIES.**NEW TIES LAID DURING YEAR:**

Oak, first-class—number.....	1,386
Average price at distributing point.....	30 cts.
Pine, first-class—number.....	2,731
Average price at distributing point.....	25 cts.
Total number new ties laid during year.....	4,117
Total average price at distributing point.....	26.68 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES—North Carolina.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Soft.			
Passenger.....	458	14	465	13,077	71.11
Freight.....	615	27	628.50	15,921	78.95
Switching.....	128	15	135.50	7,225	37.50
Construction—work train.....	73	--	73	2,317	63.01
Total.....	1,274	56	1,302	38,540	67.45
Average cost at distributing point.....	\$2.80	\$1.45			

ACCIDENTS TO PERSONS—North Carolina.

Employee—injured.....

1

CHESTER AND LENOIR RAILROAD.

HISTORY.

The Carolina Narrow-Gauge Railroad Company was chartered by State of North Carolina in 1872, and organized August 27, 1872. The Chester and Lenoir Narrow-Gauge Railroad Company was chartered by State of South Carolina February 26, 1873, and by charter authorized to consolidate with the Carolina Narrow-Gauge Railroad Company and the King's Mountain Railroad Company, chartered by the State of South Carolina December 19, 1848. Chester and Lenoir Narrow-Gauge and the Carolina Narrow-Gauge Railroads were consolidated May 14, 1873. Chester and Lenoir Narrow-Gauge and Kings Mountain Railroad Company were consolidated April 3, 1874. The road was opened to Lenoir June 2, 1884. Chester and Lenoir Railroad Company chartered February 26, 1873, and opened to Lincolnton, North Carolina—sixty-three miles—in 1880.

By these acts of consolidation, communication by rail was established between Lenoir, in Caldwell County, *via* Hickory and Newton on the Western Railroad, to Lincolnton. A third rail is laid between Newton and Hickory, over the Western North Carolina Railroad, for the accommodation of narrow-gauge equipment.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	G. W. F. Harper	Lenoir, N. C.
President	G. W. F. Harper	Lenoir, N. C.
Secretary	J. J. McLure	Chester, S. C.
Treasurer	G. W. F. Harper	Lenoir, N. C.
Attorney, or General Counsel	A. G. Brice	Chester, S. C.
Auditor	E. F. Reid	Lenoir, N. C.
General Superintendent	L. T. Nichols	Chester, S. C.
Superintendent of Telegraph	C. A. Darlton	Washington, D. C.
Gen. Freight and Passenger Agent.	H. H. Beard	Yorkville, S. C.

PROPERTY OPERATED.

Chester and Lenoir Railroad—from Chester, S. C., to Lenoir, N. C., miles	99.40
Western North Carolina Railroad—from Newton to Hickory, miles	10.08
Total	109.30

62.40 miles in North Carolina. Gauge of track, 3 feet.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Chester and Lenoir Railroad Company leased to the Charlotte, Columbia and Augusta Railroad Company, under deed of lease dated September 22, 1882, for a term of ninety-nine years; the lease guaranteeing a dividend of one and one-half per centum per annum on the stock of the lessor company, and assuming all outstanding indebtedness; also agreeing to extend the road to Lenoir within eighteen months after ratification of the lease by the stockholders of the lessor company. The lessee was also authorized to issue bonds, to be secured by a mortgage on the road, the proceeds to be used in improving the property. This lease assigned to the Richmond and Danville Railroad Company, under the deed of lease from the Charlotte, Columbia and Augusta Railroad Company to the Richmond and Danville Railroad Company, bearing date May 1, 1886, and continuing ninety-nine years thereafter.

The lease has been forfeited, and the original stockholders of the road are operating same.

CAPITAL STOCK—Entire Line.

Capital stock, common—number of shares authorized.....	3,485
Par value of shares.....	\$ 100 00
Total par value.....	348,500 00
Total amount issued and outstanding.....	348,500 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of bond or obligation—Mortgage bonds. Date of issue, 1870. When due, 1900.	
Amount of authorized issue	\$ 250,000 00
Amount issued	250,000 00
Amount outstanding	250,000 00
Rate of interest, 7 per cent. When payable, 1890 and 1900, January and July.	
Class of bond or obligation—Mortgage bonds. Date of issue, 1870. When due, 1900.	
Amount of authorized issue	\$ 100,000 00
Amount issued	100,000 00
Amount outstanding	100,000 00
Rate of interest, 7 per cent. When payable, 1900, January and July.	
Grand total amount of authorized issue	350,000 00
Grand total amount issued	350,000 00
Grand total amount outstanding	350,000 00
Mortgage bonds were issued on this railroad in two sections or divisions.	
First section, Chester, S. C., to Newton, N. C.	\$ 250,000 00
Second section, Newton, N. C., to Lenoir, N. C.	100,000 00
Total	\$ 350,000 00

Bonds are secured by mortgage on each section respectively, and are of lien only on its respective section—do not lap over.

No second mortgage.

INCOME FROM OPERATION.

March 10, 1804, to June 30, 1894, gross earnings.....	\$ 22,184 69
Operation expenses	17,721 55
Income from operation	\$ 4,463 14

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY.

HISTORY.

The High Point, Randleman, Asheboro and Southern Railroad Company was organized December 6, 1888, under the laws of North Carolina, Acts 1887. The road was opened to Asheboro, N. C., 1889. The road is operated by the Richmond and Danville Railroad Company.

The company was chartered as the High Point and Randleman Railroad Company by the General Assembly in 1883, for the purpose of effecting a railroad communication between the towns of High Point and Asheboro. Its charter was amended by an act of the General Assembly, ratified the 26th day of February, 1887, and the name of the company changed to its present name.

OFFICERS.

(Of operating company.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

High Point, Randleman, Asheboro and Southern—from High Point, N. C., to Asheboro, N. C., 27.81 miles.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

High Point, Randleman, Asheboro and Southern Railroad Company leased to the Richmond and Danville Railroad Company for ninety-nine years from May 14, 1890; High Point Company leases all of its property of every description, privileges and franchises for a term of ninety-nine years; also any property that it may hereafter control; also any incomes, demands, claims, accounts due the High Point Company; Danville Company have sole and exclusive right to occupy such leased road and property; Danville Company to maintain property in good order as it now is, acts of God, public enemy excepted; Danville Company to collect and receive all revenues, tolls, etc., and to apply same as follows:

1. To the payment of maintaining cost and expenses of operating and maintaining said road and property.

2. To the payment of \$500 per annum for maintaining corporate organization of the High Point, Randleman, Asheboro and Southern Railroad Company.

3. To payment of interest on first mortgage bonds of High Point Company, not to exceed \$15,000 per mile, said bonds due and payable in gold coin April 1, 1939, and interest on same at 6 per cent., payable semi-annually in gold coin on the first day of April and October in each year.

4. Any and all residues of such receipts and income after above payments to be paid over to the High Point Company.

High Point Company to co-operate with the Danville Company in extending mortgage bonds if deemed necessary.

In case net or surplus receipts of revenue are not sufficient to wholly meet and discharge demands referred to above, the Danville Company, at its option, can advance necessary amount to make up such deficiency; such amounts to become a mortgage lien on the property, subject to the first mortgage bonds referred to above.

RECAPITULATION.
FOR MILEAGE OWNED.

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock	\$ 250,000 00	27.70	\$ 9,250 00
Bonds	402,000 00	27.70	14,880 00
Current liabilities	114,100 48	27.70	

INCOME ACCOUNT.

Gross earnings from operation	\$ 18,452 21	
Less operating expenses	22,005 98	
Deficit		\$ 3,553 77
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 24,120 00	
Other deductions	9 03	
Total deductions from income		24,129 03
Deficit		\$ 27,682 80
Deficit on June 30, 1893 [from "General Balance Sheet"]		86,030 24
Deficit on June 30, 1894 [for entry on "General Balance Sheet"] ..		\$ 113,713 04

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			\$ 4,541 80
Mail			1,424 17
Express			188 67
Total passenger earnings			\$ 6,154 64
FREIGHT:			
Freight revenue	\$ 12,364 05		
Total deductions		\$ 66 48	
Total freight revenue			\$ 12,297 57
Total freight earnings			\$ 12,297 57
Total passenger and freight earnings			\$ 18,452 21
Total gross earnings from operation—entire line			\$ 18,452 21

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$	1,383 35
Renewals of rails		525 93
Renewals of ties		3,259 51
Repairs of bridges and culverts		22 15
Repairs of fences, road crossings, signs and cattle guards		49 85
Repairs of buildings		85 49
Repairs of telegraph		22
Other expenses		3,146 96
Total	\$	8,473 46

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	\$	57 42
Repairs and renewals of passenger cars		59 19
Repairs and renewals of freight cars		66 92
Other expenses		886 34
Total	\$	1,069 87

CONDUCTING TRANSPORTATION:

Wages of engineers, firemen and roundhousemen	\$	1,702 55
Fuel for locomotives		1,342 72
Water-supply for locomotives		379 59
All other supplies for locomotives		17 08
Wages of other trainmen		1,927 50
All other train supplies		59 00
Wages of switchmen, flagmen, and watchmen		27 76
Expense of telegraph, including train dispatchers and operators		993 77
Wages of station agents, clerks and laborers		2,170 04
Station supplies		45 28
Car mileage—balance		1,178 50
Loss and damage		56 79
Injuries to persons		3 43
Other expenses		134 76
Total	\$	10,038 77

GENERAL EXPENSES:

Salaries of officers	\$	626 01
Salaries of clerks		527 32
General office expenses and supplies		19 16
Agencies, including salaries and rent		21 02
Advertising		1 89
Insurance		50 70
Legal expenses		158 26
Stationery and printing		155 65
Other general expenses		863 87
Total	\$	2,423 88

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$	8,473 46
Maintenance of equipment		1,069 87
Conducting transportation		10,038 77
General expenses		2,423 88
Grand total	\$	22,005 98

Percentage of expenses to earnings—entire line, 119.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 652,326 19	Cost of road	\$ 652,387 44	\$ 61 25
86,030 24	Profit and loss	113,713 04	27,682 80
\$ 738,356 43	Grand total	\$ 766,100 48	\$ 27,744 05
	LIABILITIES.		
\$ 250,000 00	Capital stock	\$ 250,000 00	
402,000 00	Funded debt	402,000 00	
86,356 43	Current liabilities	114,100 48	\$ 27,744 05
\$ 738,356 43	[Grand total	\$ 766,100 48	\$ 27,744 05

EMPLOYEES AND SALARIES.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
*General officers.....	24	7,512	\$ 626 01	\$ 08
*General office clerks	310	96,546	527 32	
Other employees:				
Station agents.....	5	1,161	1,512 70	1 30
Other station men	4	798	606 54	76
Enginemen	1	313	1,118 55	3 57
Firemen	1	313	584 00	1 87
Conductors	1	313	832 50	2 66
Other trainmen.....	3	1,095	1,095 00	1 00
Machinists.....	2	4	9 60	2 40
Carpenters	1	21	27 10	1 29
Other shopmen	12	24	35 28	1 47
Section foremen	3	1,095	1,440 00	1 31
Other trackmen	9	2,512	2,300 85	92
Switchmen, flagmen, and watchmen.....	1	37	47 50	1 28
Telegraph operators and dispatchers	4	530	875 61	1 65
All other employees and laborers.....	28	343	333 15	97
Total (including "General Officers")—N. C.—	409	112,617	\$ 11,971 71	\$ 10
Less "General Officers"	24	7,512	626 01	08
Total (excluding "General Officers")—N. C.—	385	105,105	\$ 11,345 70	

* General officers and clerks whole system. This road pays its proportion of the expense as above.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	10,086			
Number of passengers carried one mile.....	165,175			
Number of passengers carried one mile per mile of road.....	5,899			
Average distance carried.....	16.37			
Total passenger revenue.....		4,541	80	
Average amount received from each passenger.....			45	
Average receipts per passenger per mile.....			02	745
Total passenger earnings.....		6,154	64	
Passenger earnings per mile of road.....		219	80	
Passenger earnings per train mile.....		1	30	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	19,735			
Number of tons carried one mile.....	433,742			
Number of tons carried one mile per mile of road.....	15,490			
Average distance haul of one ton.....	21.98			
Total freight revenue.....		12,297	57	
Average amount received for each ton of freight.....			62	
Average receipts per ton per mile.....			02	835
Total freight earnings.....		12,297	57	
Freight earnings per mile of road.....		439	20	
Freight earnings per train mile.....			92	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		16,839	37	
Passenger and freight revenue per mile of road.....		601	40	
Passenger and freight earnings.....		18,452	21	
Passenger and freight earnings per mile of road.....		659	00	
Gross earnings from operation.....		18,452	21	
Gross earnings from operation per mile of road.....		659	00	
Gross earnings from operation per train mile.....		1	02	
Operating expenses.....		22,005	98	
Operating expenses per mile of road.....		785	92	
Operating expenses per train mile.....		1	22	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain -----	62	329	391
Flour -----	131	232	363
Other mill products -----	169	215	384
Tobacco -----	4	25	29
Cotton -----	---	462	462
Fruit and vegetables -----	13	56	69
Cotton seed -----	993	92	1,085
PRODUCTS OF ANIMALS:			
Live stock -----	4	---	4
Dressed meats -----	2	---	2
Other packing-house products -----	2	47	49
Poultry, game and fish -----	8	1	9
Wool -----	2	3	5
Hides and leather -----	10	17	27
PRODUCTS OF MINES:			
Anthracite coal -----	---	4	4
Bituminous coal -----	2	78	80
Stone, sand and other like articles -----	25	1	26
PRODUCTS OF FOREST:			
Lumber -----	9,755	86	9,841

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES:			
Petroleum and other oils	11	91	102
Sugar	---	45	45
Naval stores	248	---	248
Iron, pig and bloom	---	16	16
Other castings and machinery	47	34	81
Bar and sheet metal	---	24	24
Cement, brick and lime	50	35	85
Agricultural implements	---	7	7
Wagons, carriages, tools, etc	2	19	21
Wines, liquors and beers	5	2	7
Household goods and furniture	40	19	59
Fertilizers	3	710	713
Merchandise	152	609	761
Miscellaneous — other commodities not mentioned above	4,300	434	4,734
Total tonnage—entire line	16,040	3,693	19,733

RENEWALS OF TIES.

NEW TIES LAID DURING YEAR:

Oak, first class—number	9,300
Average price at distributing point	30 cts.
Oak, second class—number	2,307
Average price at distributing point	15 cts.
Total number laid	11,607
Average price at distributing point	27.01 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal- Bitu- minous. Tons.	Wood- Soft. Cords.	Total Fuel Consum'd. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger	243	3	244.50	4,706	103.91
Freight	347	4	349	23,450	34.02
Total	590	7	593.50	28,156	42.09
Average price at distributing point	\$2.26	\$1.50			

ACCIDENTS TO PERSONS.

Employees—collision, injured	1
Other causes, injured	1

CHARACTERISTICS OF ROAD.

From High Point to Asheboro, N. C., miles	27.81
Profile—length of level line, miles	2.60
Ascending grades—number	36
Sum of ascents, feet	457
Aggregate length of ascending grades, miles	12.00
Descending grades—number	52
Sum of descents, feet	612.5
Aggregate length of descending grades, miles	15.21

TRESTLES, ETC.

Trestles—number	2
Aggregate length, feet	102
Minimum length, feet	25
Maximum length, feet	77
Gauge of track, 4 feet 9 inches. 27.81 miles.	

MILTON AND SUTHERLIN RAILROAD COMPANY.

HISTORY.

The Milton and Sutherlin Railroad Company was chartered in 1876; opened in February, 1878; operated by the Richmond and Danville Railroad Company; the road is practically owned by the Richmond and Danville Company, which owns the controlling interest of its stock.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President-----	J. W. Lewis -----	Milton, N. C.
Secretary-Treasurer -----	H. W. Hines -----	Milton, N. C.

PROPERTY OPERATED.

Milton and Sutherlin Railroad—from Milton, N. C., to Sutherlin, Va., 6.50 miles.
One-half mile in North Carolina.

PROPERTY LEASED.

Milton and Sutherlin Railroad leased to the Richmond and Danville Railroad Company for a term of ninety-nine years from and after the 19th day of May, 1882, the Richmond and Danville Railroad Company guaranteeing the principal and interest on the outstanding bonds of the Milton and Sutherlin Narrow-Gauge Railroad Company.

Gross earnings, North Carolina-----	\$ 96 88
Operating expenses-----	336 72

NORTH CAROLINA MIDLAND RAILROAD COMPANY.

HISTORY.

"The North Carolina Midland Railroad runs from Winston to Mocksville—length, 26.11 miles Controlled by Richmond and Danville Railroad Company.

Consolidated company with Winston-Salem and Mooresville Railroad Company; Winston-Salem and Madison Railroad Company and Dan Valley and Yadkin River Railroad Company consolidated September 9, 1880, under Act of Assembly, and named "North Carolina Midland Railroad Company."

OFFICERS.

(Of operating company). See Southern Railway Company, page 301.

PROPERTY OPERATED.

North Carolina Midland Railroad—from Winston-Salem to Mocksville, 26.11 miles.

PROPERTY LEASED.

North Carolina Midland Railroad operated by the Richmond and Danville Railroad Company, which company receives all revenues, tolls, etc., and accounts therefor are rendered to North Carolina Midland Railroad Company.

CAPITAL STOCK AND FUNDED DEBT.

Capital stock—total amount outstanding	\$ 650,000 00
Amount per mile of line—26.11 miles	25,000 00
Bonds—total amount outstanding	390,000 00
Amount per mile of line—26.11 miles	15,000 00
Current liabilities—total amount outstanding	87,800 83

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Expenditures during year—wharfage, etc	\$ 120 51
--	-----------

INCOME ACCOUNT.

Gross earnings from operation	\$ 9,561 78	
Less operating expenses	16,343 43	
Deficit		\$ 6,781 65
Deductions from income—interest on funded debt accrued	\$ 23,400 00	
Other deductions	548 86	
Total deductions from income		\$ 23,948 86
Deficit		\$ 30,730 51
Deficit on June 30, 1893 (from "General Balance Sheet")		\$ 55,871 11
Deficit on June 30, 1894 (for entry on "General Balance Sheet")		\$ 86,601 62

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger revenue.....	\$ 4,549 93		
Total passenger revenue.....			\$ 4,549 93
Mail.....			1,150 80
Express.....			125 75
Total passenger earnings.....			\$ 5,826 48
FREIGHT:			
Freight revenue.....	3,832 09		
Less repayments—total deductions.....		\$ 96 79	
Total freight revenue.....			\$ 3,735 30
Total freight earnings.....			\$ 3,735 30
Total passenger and freight earnings.....			\$ 9,561 78
Total gross earnings from operation—N. C.....			\$ 9,561 78
Total gross earnings from operation—Entire line			\$ 9,561 78

OPERATING EXPENSES.

Maintenance of way and structures.....	\$ 4,036 64
Maintenance of equipment.....	1,524 54
Conducting transportation.....	9,092 98
General expenses.....	1,689 27
Grand total.....	\$ 16,343 43

Percentage of expenses to earnings—entire line, 170.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDI'G JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 1,041,078 70	Cost of road.....	\$ 1,041,199 21	\$ 120 51
55,871 11	Profit and loss.....	86,601 62	30,730 51
\$ 1,096,949 81	Grand total.....	\$ 1,127,800 83	\$ 30,851 02
	LIABILITIES.		
\$ 650,000 00	Capital stock.....	\$ 650,000 00	
390,000 00	Funded debt.....	390,000 00	
56,949 81	Current liabilities.....	87,800 83	\$ 30,851 02
\$ 1,096,949 81	Grand total.....	\$ 1,127,800 83	\$ 30,851 02

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage. What road mortgaged—From Salem to Mocksville; 26.11 miles. Amount of mortgage per mile of line, \$15,000.00. All equipment and income mortgaged.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensation.
*General officers.....	24	7,512	\$ 428 10	\$.06
*General office clerks	310	96,546	322 10	
Other Employees:				
Station agents	4	857	1,216 85	1 42
Other station men.....	3	511	615 66	1 20
Enginemen	1	313	943 50	3 01
Firemen.....	1	313	584 00	1 87
Conductors	1	313	832 50	2 66
Other trainmen.....	3	1,098	1,098 00	1 00
Machinists.....	2	9	21 60	2 40
Carpenters	1	8	10 40	1 30
Other shopmen	12	56	82 32	1 47
Section foremen	3	1,095	1,440 00	1 31
Other trackmen	9	2,704	2,291 81	85
Switchmen, flagmen, and watchmen.....	3	125	171 57	1 37
Telegraph operators and dispatchers.....	4	431	645 81	1 50
All other employees and laborers.....	28	720	578 82	80
Total (including "General Officers")—N. C.	409	112,611	\$ 11,283 04	\$ 10
Less "General Officers"	24	7,512	428 10	06
Total (excluding "General Officers")—N. C.	385	105,099	\$ 10,854 94	\$ 10

* General officers and clerks of entire system. This company pays its proportionate part as above stated.

PASSENGER AND FREIGHT AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	8,617			
Number of passengers carried one mile.....	164,727			
Number of passengers carried one mile per mile of road.....	6,335			
Average distance carried	19.11			
Total passenger revenue.....		4,549	93	
Average amount received from each passenger.....			52	
Average receipts per passenger per mile.....			02	762
Total passenger earnings		5,826	48	
Passenger earnings per mile of road.....		224	09	
Passenger earnings per train mile.....		1	30	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	3,570			
Number of tons carried one mile.....	71,808			
Number of tons carried one mile per mile of road.....	2,762			
Average distance haul of one ton	20.11			
Total freight revenue.....		3,735	30	
Average amount received for each ton of freight.....		1	04	
Average receipts per ton per mile.....			05	201
Total freight earnings		3,735	30	
Freight earnings per mile of road.....		143	67	
Freight earning per train mile.....			29	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		8,285	23	
Passenger and freight revenue per mile of road.....		318	66	
Passenger and freight earnings.....		9,561	78	
Passenger and freight earnings per mile of road.....		367	76	
Gross earnings from operation.....		9,561	78	
Gross earnings from operation per mile of road.....		367	76	
Gross earnings from operation per train mile.....			55	
Operating expenses.....		16,343	43	
Operating expenses per mile of road.....		628	59	
Operating expenses per train mile.....			95	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain -----	157	135	292
Flour -----	11	16	27
Other mill products -----	8	21	29
Hay -----		1	1
Tobacco -----	209	5	214
Cotton -----	9		9
Fruit and vegetables -----	18	8	26
Cotton factory products -----	1	11	12
PRODUCTS OF ANIMALS:			
Live stock -----	7	1	8
Other packing-house products -----	9	8	17
Poultry, game and fish -----	2		2
Hides and leather -----	1		1
PRODUCTS OF MINES:			
Anthracite coal -----	2		2
Bituminous coal -----	2	2	4
Coke -----	1		1
PRODUCTS OF FOREST:			
Lumber -----	394	27	421

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage,
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES :			
Petroleum and other oils -----	6	35	41
Sugar -----	8	22	30
Other castings and machinery -----	8	29	37
Cement, brick and lime -----	9	12	21
Agricultural implements -----	1	3	4
Wagons, carriages, tools, etc -----	97	3	100
Wines, Liquors and beers -----	167	3	170
Household goods and furniture -----	25	25	50
Fertilizers -----	14	239	253
Merchandise -----	259	292	551
Miscellaneous — other commodities not mentioned above -----	1,061	186	1,247
Total tonnage—North Carolina -----	2,486	1,084	3,570

RENEWALS OF TIES.

Oak, first class—number..... 171
 Average price at distributing point..... 25 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bituminous. Tons.	Wood—Soft. Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	264	1	204.50	4,518	91.63
Freight.....	262	4	264	12,709	41.54
Switching.....	7		7	3,171	4.41
Construction.....					
Total.....	473	5	475.50	20,398	46.62
Average cost at distributing point.....	\$2.20	\$1.50			

ACCIDENTS TO PERSONS.

Employees injured..... 6

CHARACTERISTICS OF ROAD—North Carolina.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
BRIDGES :				
Stone -----	2	122	61	61
Iron -----	1	637	637	637
Wooden -----	2	150	75	75
Total -----	5	909		
Trestles -----	9	2,262	51	606

Gauge of track, 4 feet 9 inches, 20.11 miles.

Overhead highway crossings—trestles, number..... 1

Height above surface of rail, feet..... 22

NORTHWESTERN NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

The Northwestern North Carolina Railroad Company was chartered under the laws of North Carolina. Ordinance to incorporate, Ordinance 17, page 37; Act to confirm ordinance and charter, Private Laws, 1868, chapter 9, page 10; charter amended, Acts 1871-'72, chapter 25; Acts 1881, chapter 162. Road opened to Winston (Salem), 26 miles, in March, 1873. Extended westward seven miles in 1888; to Donaha early in 1889, and to Wilkesboro in 1890. The road is virtually owned by the Richmond and Danville Railroad Company.

The purpose of this company, as declared in the original Act of incorporation, ratified by the Convention on the 9th day of March, 1868, was to construct a railroad from some point on the North Carolina Railroad between the towns of Greensboro and Lexington, running by way of Salem and Winston to some point on the northwestern boundary line of the State, to be determined afterwards. It was allowed to have a capital stock of \$2,000,000, and a corporate existence of 99 years. The charter was ratified and confirmed by Act of the General Assembly, passed 11th day of August, A. D. 1868, and the privileges of the company were afterwards enlarged by the Act of the Assembly, ratified the 2d day of March, 1881, allowing it to extend and construct its road from Winston through the counties of Forsyth, Davidson, Yadkin, Davie, Rowan and Iredell, or any of them, to Statesville, or some other point on the Western North Carolina Railroad, and to build and operate branches thereto.

OFFICERS.

(Of operating company.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

Northwestern North Carolina—from Greensboro, N. C., to Wilkesboro, N. C., 100.15 miles.

PROPERTY LEASED.

Northwestern North Carolina Railroad leased to the Richmond and Danville Railroad Company for 99 years, from July 24, 1890. Northwestern Company leases to the Danville Company all its property of every description now owned or which may hereafter be owned, including all corporate rights, privileges and franchises, tolls, rents, revenues, etc. Northwestern Company reserving and retaining so much of its corporate franchises, rights and privileges as are necessary to maintain its corporate organization; Danville Company to have sole right to occupy, use and enjoy such leased road; Danville Company to maintain right of road, rolling stock and property in as good condition as same are now in, acts of God and public enemy excepted; Danville Company to apply the whole of the receipts, income and revenues as follows:

1. To payment of current cost and expenses of maintaining, operating said road or property, all taxes, etc.
2. To payment of \$500 per annum for maintenance of corporate organization of Northwestern North Carolina Railroad Company.
3. The payment of interest on first mortgage bonds of the Northwestern Company, amounting to \$5,000, bearing interest at 6 per cent. per annum, payable in gold coin semi-annually, on the first days of October and April in each year, and principal payable on the first day of April, 1938.
4. Any and all residue after above payments to be paid over to the Northwestern Company; Northwestern Company to co-operate with the Danville Company to extend bonds if deemed necessary.

In case net or surplus receipts or revenues are not sufficient to pay all expenses and interest on first mortgage bonds, Danville Company shall make up such deficiency, amounts thus applied to be a mortgage lien on the property, subject only to the first mortgage bonds referred to above.

CAPITAL STOCK.

Capital stock, common—par value of shares	\$ 100 00
Total par value authorized	1,500,000 00
Total amount issued and outstanding	1,440,600 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—First mortgage. Date of issue, 1888. When due, 1938.	
Amount of authorized issue	\$ 1,500,000 00
Amount issued	1,500,000 00
Amount outstanding	1,500,000 00
Rate of interest, 6 per cent. When payable, April and October.	
Amount of interest accrued during year	90,000 00

RECAPITULATION.**FOR MILEAGE OWNED.**

Capital stock—total amount outstanding	\$ 1,440,600 00
Amount per mile of line, miles, 100.15	14,406 00
Bonds—total amount outstanding	1,500,000 00
Amount per mile of line, miles, 100.15	15,000 00

NORTHWESTERN NORTH CAROLINA RAILROAD COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION:

Sidings and yard extensions—total expenditures during year..... \$ 88 54

INCOME ACCOUNT.

Gross earnings from operation.....	\$ 108,680 41	
Less operating expenses	127,797 60	
Deficit		\$ 23,917 19
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 90,000 00	
Other deductions.....	138 89	
Total deductions from income.....		90,138 89
Deficit		\$ 114,056 08
Deficit on June 30, 1893 [From "General Balance Sheet"].....		500,679 72
Deficit on June 30, 1894 [For entry on "General Balance Sheet"]		\$ 614,735 80

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments etc.	Actual Earnings.
PASSENGER :			
Passenger revenue.....	\$ 45,301 06		
Total deductions.....		\$ 17 47	
Total passenger revenue.....			\$ 45,283 59
Mail.....			10,547 20
Express.....			3,097 78
Other items.....			25 00
Total passenger earnings.....			\$ 58,953 57
FREIGHT :			
Freight revenue.....	\$ 46,349 18		
Total deductions.....		\$ 1,683 31	
Total freight revenue.....			\$ 44,665 87
Other items.....			10 78
Total freight earnings.....			\$ 44,676 65
Total passenger and freight earnings.....			\$ 103,630 22
OTHER EARNINGS FROM OPERATION :			
Rents not otherwise provided for.....			15 00
Other sources.....			35 19
Total other earnings.....			\$ 50 19
Total gross earnings from operation—North Carolina.....			\$ 103,680 41
Total gross earnings from operation—entire line.....			\$ 103,680 41

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$ 6,325 45
Renewals of rails	664 68
Repairs of bridges and culverts	6,705 96
Repairs of fences, road-crossings, signs, and cattle-guards	6,500 68
Repairs of buildings	3,583 88
Repairs of telegraph	60 35
Other expenses	11,983 01
Total	\$ 35,824 01

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	3,342 75
Repairs and renewals of passenger cars	142 21
Repairs and renewals of freight cars	821 03
Shop machinery, tools, etc.	3 82
Other expenses	5,794 27
Total	\$ 10,104 08

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen, and roundhousemen	9,980 53
Fuel for locomotives	10,905 65
Water supply for locomotives	928 97
All other supplies for locomotives	533 52
Wages of other trainmen	6,958 10
All other train supplies	456 95
Wages of switchmen, flagmen, and watchmen	3,082 86
Expense of telegraph, including train dispatchers and operators	5,141 36
Wages of station agents, clerks, and laborers	15,249 80
Station supplies	1,069 02
Switching charges—balance	37
Car mileage—balance	10,536 00
Loss and damage	545 76
Injuries to persons	103 51
Other expenses	1,164 76
Total	\$ 66,657 16

GENERAL EXPENSES:

Salaries of officers	4,025 91
Salaries of clerks	3,042 73
General office expenses and supplies	112 97
Agencies, including salaries and rents	1,108 62
Advertising	12 26
Insurance	531 28
Rents for tracks, yards, and terminals	799 80
Legal expenses	772 30
Stationery and printing	925 31
Other general expenses	3,881 17
Total	\$ 15,212 35

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 35,824 01
Maintenance of equipment	10,104 08
Conducting transportation	66,657 16
General expenses	15,212 35
Grand total	\$ 127,797 60

Percentage of expenses to earnings, entire line, 123.

COMPARATIVE GENERAL BALANCE SHEET,

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 2,952,882 32	Cost of road.....	\$ 2,952,970 86	\$ 88 54
500,679 72	Profit and loss.....	614,735 80	114,056 08
\$ 3,453,562 04	Grand total.....	\$ 3,567,706 66	\$ 114,144 62
	LIABILITIES.		
\$ 1,440,600 00	Capital stock.....	\$ 1,440,000 00	
1,500,000 00	Funded debt.....	1,500,000 00	
512,962 04	Current liabilities.....	627,106 66	\$ 114,144 62
\$ 3,453,562 04	Grand total.....	\$ 3,567,706 66	\$ 114,144 62

EMPLOYEES AND SALARIES—North Carolina.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
*General officers.....	24	7,512	\$ 4,025 91	\$ 54
*General office clerks.....	310	96,546	3,042 73	03
Other employees:				
Station agents.....	14	3,895	5,488 46	1 41
Other station men.....	23	7,884	8,497 63	1 08
Enginemen.....	8	1,855	6,587 10	3 55
Firemen.....	8	1,855	3,253 61	1 76
Conductors.....	4	1,186	2,755 00	2 32
Other trainmen.....	12	3,558	4,017 25	1 13
Machinists.....	2	53	127 20	2 40
Carpenters.....	7	2,347	3,074 83	1 31
Other shopmen.....	12	330	485 10	1 47
Section foremen.....	12	4,020	5,820 00	1 45
Other trackmen.....	40	14,233	12,153 99	85
Switchmen, flagmen and watchmen.....	6	1,934	3,031 86	1 56
Telegraph operators and dispatchers.....	15	2,103	4,682 83	2 23
All other employees and laborers.....	32	2,958	2,919 26	99
Total (including "General Officers")—N. C.	529	152,269	\$ 69,962 76	\$ 46
Less "General Officers".....	24	7,512	4,025 91	54
Total (excluding "General Officers")—N. C.	505	144,757	\$ 65,936 85	\$ 45

*General officers and clerks entire system. This road pays its proportional part of the expenses.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	63,769			
Number of passengers carried one mile.....	1,759,683			
Number of passengers carried one mile per mile of road.....	17,596			
Average distance carried.....	27.59			
Total passenger revenue.....		45,383	59	
Average amount received from each passenger.....			71	
Average receipts per passenger per mile.....			03	293
Total passenger earnings.....		58,953	57	
Passenger earnings per mile of road.....		589	53	
Passenger earnings per train mile.....			60	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	53,464			
Number of tons carried one mile.....	2,523,383			
Number of tons carried one mile per mile of road.....	25,233			
Average distance haul of one ton.....	47.19			
Total freight revenue.....		44,665	87	
Average amount received for each ton of freight.....			83	
Average receipts per ton per mile.....			01	770
Total freight earnings.....		44,676	65	
Freight earnings per mile of road.....		446	77	
Freight earnings per train mile.....			78	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		89,949	46	
Passenger and freight revenue per mile of road.....		899	49	
Passenger and freight earnings.....		103,630	22	
Passenger and freight earnings per mile of road.....		1,036	30	
Gross earnings from operation.....		103,680	41	
Gross earnings from operation per mile of road.....		1,036	80	
Gross earnings from operation per train mile.....			67	
Operating expenses.....		127,797	60	
Operating expenses per mile of road.....		1,277	97	
Operating expenses per train mile.....		2	24	

FREIGHT AND TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain	106	880	986
Flour	75	1,963	2,038
Other mill products	72	1,315	1,387
Hay	39	23	62
Tobacco	5,593	1,205	6,798
Cotton	44	586	630
Fruit and vegetables	626	550	1,176
Cotton factory products	242	177	419
PRODUCTS OF ANIMALS:			
Live stock	1,111	74	1,185
Dressed meats	16	16	32
Other packing-house products	56	510	566
Poultry, game and fish	7	21	28
Wool	10	50	60
Hides and leather	43	27	70
PRODUCTS OF MINES:			
Anthracite coal	59	467	526
Bituminous coal	17	3,987	4,004
Coke		5	5
Stone, sand, and other like articles	56	43	99
PRODUCTS OF FOREST:			
Lumber	8,008	1,324	9,332

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originat'g on this Road.	Freight Receiv'd from Connecting Roads and other Carriers.	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES :			
Petroleum and other oils.....	27	550	577
Sugar.....	25	832	857
Naval stores.....		25	25
Iron, pig and bloom.....		3	3
Iron and steel rails.....		1	1
Other castings and machinery.....	144	181	325
Bar and sheet metal.....	7	158	165
Cement, brick and lime.....	2,842	422	3,264
Agricultural implements.....	12	63	75
Wagons, carriages, tools, etc.....	138	70	208
Wines, liquors and beers.....	434	272	706
Household goods and furniture.....	284	212	496
Fertilizers.....	188	2,835	3,023
Merchandise.....	1,711	5,004	6,715
Miscellaneous: other commodities not mentioned above.....	4,193	3,428	7,621
Total tonnage—North Carolina.....	26,185	27,279	53,464

MILEAGE.

FOR MILEAGE OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.	RAILS.	
	Main Line		Iron.	Steel.
Miles of single track-----	100.15	100.15		100.15
Miles of yard track and sidings-----	6.18	6.18	6.18	
Total miles operated (all tracks)-----	106.33	106.33	6.18	100.15

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number-----	23,125
Average price at distributing point-----	30 cts.
Oak, second-class—number-----	593
Average price at distributing point-----	15 cts.
Total new ties laid during year-----	23,718
Total average price at distributing point-----	29.62 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous			
Passenger-----	2,011	2,011	97,983	41.05
Freight-----	2,079	2,079	56,832	72.10
Switching-----	724	724	36,985	39.14
Construction-----	113	113	7,286	31.01
Total-----	4,927	4,927	199,086	49.49
Average cost at distributing point-----	\$ 2.26			

ACCIDENTS TO PERSONS.

EMPLOYEES:

Injured	8
---------------	---

TRESPASSING:

Killed	1
Injured	1

CHARACTERISTICS OF ROAD.

From Greensboro to Winston-Salem, miles	100.15
Alignment—number of curves	252
Aggregate length of curved line, miles	45.20
Length of straight line, miles	54.95
Profile—length of level line, miles	11.54
Ascending grades—number	70
Sum of ascents, feet	318,960
Aggregate length of ascending grades, miles	60.50
Descending grades—number	50
Sum of descents, feet	148,355
Aggregate length of descending grades, miles	28.11

BRIDGES, TRETTLES, TUNNELS, ETC,

BRIDGES:

Wooden—number	10
Aggregate length, feet	650
Minimum length, feet	50
Maximum length, feet	75
Combination—number	5
Aggregate length, feet	675
Minimum length, feet	125
Maximum length, feet	150

TRETTLES:

Number	54
Aggregate length, feet	9,928
Minimum length, feet	12
Maximum length, feet	750

OVERHEAD HIGHWAY CROSSINGS:

Trestles, number	3
Height of lowest above surface of rail, feet	22.4
Gauge of track, four feet nine inches; 100.15 miles.	

NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

The North Carolina Railroad Company was chartered January 27, 1849; road opened January 30, 1856. Leased (September 11, 1871) to Richmond and Danville Railroad Company for thirty years from October, 1871, at a rental of \$260,000 a year. The road runs from Goldsboro to Charlotte, 223 15-100 miles. Three-fourths of the stock is owned by the State of North Carolina, one-fourth by citizens of the State. The road-bed, by its charter, is exempt from taxation.

This company was chartered for the purpose of effecting a railroad communication between the Wilmington and Weldon Railroad where the same passes over the Neuse River, in the county of Wayne, and the town of Charlotte, with a capital stock of \$3,000,000. The line of the road was to be *via* Raleigh and thence *via* Salisbury to Charlotte. The act provided that whenever one-third of the capital stock should be subscribed for and taken by other parties, that the State should subscribe for and take the remaining two-thirds.

DIRECTORS.

NAMES OF DIRECTORS.	POST-OFFICE ADRESS.	DATE OF EXPIRATION OF TERM.
John L. Morehead-----	Charlotte, N. C-----	Second Thursday in July, 1894.
W. C. Maxwell-----	Charlotte, N. C-----	Second Thursday in July, 1894.
J. P. Allison-----	Concord, N. C-----	Second Thursday in July, 1894.
Lee S. Overman-----	Salisbury, N. C-----	Second Thursday in July, 1894.
H. W. Fries-----	Salem, N. C-----	Second Thursday in July, 1894.
F. L. Reid-----	Greensboro, N. C-----	Second Thursday in July, 1894.
Thos. M. Holt-----	Haw River, N. C-----	Second Thursday in July, 1894.
Charles W. Johnston-----	Chapel Hill, N. C-----	Second Thursday in July, 1894.
R. F. Hoke-----	Raleigh, N. C-----	Second Thursday in July, 1894.
F. S. Spruill-----	Louisburg, N. C-----	Second Thursday in July, 1894.
J. J. Young-----	Polentas, N. C-----	Second Thursday in July, 1894.
W. F. Kornegay-----	Goldsboro, N. C-----	Second Thursday in July, 1894.

Total number of stockholders at date of last election, 436.

Date of last meeting of stockholders for election of directors, July 13, 1893.

Post-office address of general office, Burlington, N. C.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board-----	W. F. Kornegay-----	Goldsboro, N. C.
President-----	W. F. Kornegay-----	Goldsboro, N. C.
Secretary-Treasurer-----	P. B. Ruffin-----	Burlington, N. C.

PROPERTY OPERATED.

North Carolina Railroad, from Goldsboro to Charlotte, miles.....	223.20
Caraleigh Mills Branch, miles.....	3
Total miles.....	226.20

PROPERTY LEASED.

North Carolina Railroad leased to the Richmond and Danville Railroad Company under agreement of September 11, 1871, for a term of thirty years from and after September 12, 1871, for a yearly rental of \$260,000, payable in semi-annual installments of \$130,000.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Expenditures during year—Union Depot at Raleigh.....	\$ 365 20
Total cost construction, equipment, etc., to June 30, 1893.....	4,975,262 33
Total cost to June 30, 1894.....	4,975,627 53
Cost per mile.....	22,312 23

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893	ASSETS.	JUNE 30, 1894.		YEAR ENDING JUNE 30, 1894.	
		Item.	Total.	Increase	Decrease.
Total.					
\$ 4,975,262 33	{ Cost of road	\$ 4,975,627 53			
	{ Cost of equipment				
25,000 00	Stocks owned—railroad bonds.....	25,000 00	\$ 5,000,627 53	\$ 365 20	
139,375 91	Cash and current assets		136,341 63		\$ 3,034 28
\$ 5,139,638 24	Grand total.....	/	\$ 5,136,969 16	\$ 365 20	\$ 3,034 28
	LIABILITIES.				
\$ 4,000,000 00	Capital stock.....		\$ 4,000,000 00		
25,000 00	Funded debt—temporary loan.....		17,000 00		\$ 8,000 00
254,535 66	Current liabilities.....		256,301 29	\$ 1,765 63	
860,102 58	Profit and loss.....		863,667 87	3,565 29	
\$ 5,139,638 24	Grand total.....		\$ 5,136,969 16	\$ 5,330 92	\$ 8,000 00

NORTH CAROLINA RAILROAD—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

OFFICERS.

(Of operating Company.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

From Charlotte to Goldsboro, 223.20 miles.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION:

Right-of-way	\$ 10 00
Buildings, furniture and fixtures	256 52
Sidings and yard extensions	778 22
Other items	8,410 34
Grand total cost construction, equipment, etc	\$ 9,455 08

INCOME ACCOUNT.

Gross earnings from operation	\$ 1,092,813 56
Less operating expenses	821,276 02
Income from operation	\$ 271,537 54
Deductions from income—permanent improvements	6,715 45
Other deductions	263,601 23
Total deductions from income	\$ 270,316 68
Net income	\$1,208 86

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 395,028 58		
Total deductions		\$ 733 62	
Total passenger revenue			\$ 394,294 96
Mail			95,912 52
Express			28,296 39
Other items			350 80
Total passenger earnings			\$ 518,854 67
FREIGHT:			
Freight revenue	\$ 570,095 46		
Total deductions		\$ 3,404 97	
Total freight revenue			\$ 566,690 49
Other items			3,120 28
Total freight earnings			\$ 569,810 77
Total passenger and freight earnings			\$ 1,088,665 44
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for			\$ 3,311 38
Other sources			836 74
Total other earnings			\$ 4,148 12
Total gross earnings from operation—entire line			\$ 1,092,813 56

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$ 46,483 77
Renewals of rails	24,365 84
Renewals of ties	39,938 27
Repairs of bridges and culverts	6,752 19
Repairs of fences, road crossings, signs and cattle guards	3,850 51
Repairs of buildings	15,807 11
Repairs of telegraph	1,711 81
Other expenses	49,823 35
Total	\$ 188,732 85

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	\$ 35,684 41
Repairs and renewals of passenger cars	6,077 82
Repairs and renewals of freight cars	10,494 79
Shop machinery, tools, etc	82 11
Other expenses	39,497 85
Total	\$ 91,836 98

CONDUCTING TRANSPORTATION:

Wages of enginemen, firemen and roundhousemen	\$ 62,046 93
Fuel for locomotives	95,038 04
Water-supply for locomotives	5,821 82
All other supplies for locomotives	5,549 46
Wages of other trainmen	48,380 21
All other train supplies	6,037 64
Wages of switchmen, flagmen, and watchmen	18,982 53
Expense of telegraph, including train dispatchers and operators	27,027 91
Wages of station agents, clerks and laborers	65,155 62
Station supplies	5,658 95
Switching charges—balance	192 52
Car mileage—balance	85,995 11
Loss and damage	2,913 51
Injuries to persons	3,827 51
Other expenses	8,040 81
Total	\$ 440,668 57

GENERAL EXPENSES:

Salaries of officers	\$ 24,089 80
Salaries of clerks	24,311 09
General office expenses and supplies	923 31
Agencies, including salaries and rent	16,135 01
Advertising	3,795 39
Insurance	3,789 48
Legal expenses	6,053 12
Stationery and printing	7,882 65
Other general expenses	13,057 77
Total	\$ 100,037 62

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 188,732 85
Maintenance of equipment	91,836 98
Conducting transportation	440,668 57
General expenses	100,037 62
Grand total	\$ 821,276 02

Percentage of expenses to earnings—entire line, 75.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
*General officers.....	24	7,512	\$ 24,089 80	\$ 3 20
*General office clerks.....	310	96,546	24,311 09	25
Other employees:				
Station agents.....	33	10,138	17,478 05	1 72
Other station men.....	145	27,740	32,394 48	1 17
Enginemen.....	42	11,748	37,976 43	3 23
Firemen.....	42	11,748	18,988 19	1 62
Conductors.....	24	8,691	19,333 51	2 22
Other trainmen.....	71	25,185	28,078 06	1 11
Machinists.....	6	1,000	2,279 66	2 28
Carpenters.....	47	5,501	7,206 24	1 31
Other shopmen.....	22	4,126	5,788 04	1 40
Section foremen.....	29	10,222	13,828 20	1 35
Other trackmen.....	253	79,189	56,811 19	72
Switchmen, flagmen, and watchmen.....	37	13,322	18,771 35	1 41
Telegraph operators and dispatchers.....	49	15,934	23,058 09	1 45
All other employees and laborers.....	134	29,855	19,452 20	65
Total (including "General Officers")—N. C.....	1,268	358,457	\$ 349,844 58	97
Less "General Officers".....	24	96,546	24,089 80	3 20
Total (excluding "General Officers")—N. C.....	1,244	261,911	\$ 325,754 78	1 24

*General officers and clerks are for entire system. This road pays its proportional part of the expense, as above stated.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	315,662			
Number of passengers carried one mile	15,280,351			
Number of passengers carried one mile per mile of road	68,521			
Average distance carried	48.40			
Total passenger revenue		394,294	96	
Average amount received from each passenger		1	25	
Average receipts per passenger per mile			02	580
Total passenger earnings		518,854	67	
Passenger earnings per mile of road		2,326	70	
Passenger earnings per train mile		1	47	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue ..	728,864			
Number of tons carried one mile	59,790,702			
Number of tons carried one mile per mile of road...	268,119			
Average distance haul of one ton	82.03			
Total freight revenue		566,690	49	
Average amount received for each ton of freight ..			78	
Average receipts per ton per mile			00	953
Total freight earnings		569,810	77	
Freight earnings per mile of road		2,555	20	
Freight earnings per train mile		1	35	
PASSENGER AND FREIGHT:				
Passenger and freight revenue		960,985	45	
Passenger and freight revenue per mile of road		4,309	35	
Passenger and freight earnings		1,088,665	44	
Passenger and freight earnings per mile of road		4,881	90	
Gross earnings from operation		1,092,813	56	
Gross earnings from operation per mile of road		4,900	51	
Gross earnings from operation per train mile		1	42	
Operating expenses		821,276	02	
Operating expenses per mile of road		3,682	85	
Operating expenses per train mile		1	06	
Income from operation		271,537	54	
Income from operation per mile of road		1,217	65	

FREIGHT TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain-----	505	9,843	10,348
Flour-----	1,196	13,211	14,407
Other mill products-----	518	11,417	11,935
Hay-----	132	3,167	3,299
Tobacco-----	2,764	17,198	19,962
Cotton-----	9,071	76,864	85,935
Fruit and vegetables-----	870	39,191	40,061
Cotton factory products-----	11,200	33,620	44,820
PRODUCTS OF ANIMALS:			
Live stock-----	781	6,128	6,909
Dressed meats-----	28	137	165
Other packing-house products-----	412	5,428	5,840
Poultry, game and fish-----	14	1,208	1,222
Wool-----	21	65	86
Hides and leather-----	158	1,566	1,724
PRODUCTS OF MINES:			
Anthracite coal-----	26	6,199	6,225
Bituminous coal-----	55	41,395	41,450
Coke-----	1	603	604
Ores-----	21	7,006	7,027
Stone, sand, and other like articles-----	2,607	12,209	14,816
PRODUCTS OF FOREST:			
Lumber-----	14,298	66,111	80,409

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES:			
Petroleum and other oils.....	3,828	23,855	27,683
Sugar.....	30	8,409	8,439
Naval stores.....	390	4,992	5,382
Iron, pig and bloom.....	25	60,068	60,093
Iron and steel rails.....	1	1,793	1,794
Other castings and machinery.....	630	12,309	12,939
Bar and sheet metal.....	58	2,851	2,909
Cement, brick, and lime.....	1,497	7,392	8,889
Agricultural implements.....	131	1,026	1,157
Wagons, carriages, tools, etc.....	214	1,145	1,359
Wines, liquors, and beers.....	1,320	3,172	4,492
Household goods and furniture.....	3,091	3,083	6,174
Fertilizers.....	12,841	35,739	48,580
Merchandise.....	3,394	55,783	59,127
Miscellaneous—other commodities not mentioned above.....	18,531	64,072	82,603
Total tonnage—North Carolina.....	90,659	638,205	728,864

DESCRIPTION OF EQUIPMENT—Entire Line.

ITEM.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and leased:					
Passenger	8	8	Westinghouse	8	Janney.
Freight	12	5	Westinghouse		
Switching	3	2	Americ'n and Westinghouse		
Total locomotives owned and in service	23	15	Americ'n and Westinghouse	8	Janney.
CARS—Owned and leased— IN PASSENGER SERVICE:					
First-class cars	4	4	Westinghouse	4	Janney.
Second-class cars	5	5	Westinghouse	5	Janney.
Baggage, express and postal cars	5	5	Westinghouse	5	Janney.
Total	14	14	Westinghouse	14	Janney.
IN FREIGHT SERVICE:					
Box cars	92			13	Janney.
Flat cars	30			18	Janney.
Stock cars	1				
Total	123			31	Janney.
IN COMPANY'S SERVICE:					
Officers' and pay cars	1	1	Westinghouse	1	Janney.
Caboose cars	2				
Other road cars	15				
Total cars owned and in service	155	15	Westinghouse	46	Janney.

MILEAGE.**MILEAGE OF ROAD OPERATED—NORTH CAROLINA.**

LINE IN USE.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track	223.20	223.20	2.15	221.05
Miles of yard track and sidings	34.15	34.15	31.48	2.67
Total mileage operated (all tracks)	257.35	257.35	33 63	223.72

MILEAGE OF LINE OPERATED—SINGLE TRACK.

North Carolina, line represented by capital stock—main line	223.20
Total mileage operated	223.20
Rails—iron	2.15
Rails, steel	221.05

RENEWALS OF RAILS AND TIES—North Carolina.**NEW RAILS LAID DURING YEAR:**

Total tons, steel	480 $\frac{2063}{2240}$
Weight per yard, pounds	60 $\frac{1}{2}$
Average price per ton at distributing point	\$ 20 74

NEW TIES LAID DURING YEAR:

Oak, first-class—number	125,142
Average price at distributing point	30 cts.
Oak, second-class—number	15,669
Average price at distributing point	15 cts.
Total number	140,811
Average price at distributing point	28.33 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES—North Carolina.

LOCOMOTIVES.	Coal—Tons. Bituminous	Wood— Cords. Soft.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger	10,574	358	10,753	350,855	61.29
Freight	27,430	430	27,645	420,871	131.37
Switching	3,292		3,292	199,875	32.94
Construction	1,071		1,071	47,766	44.84
Total	42,637	788	42,761	1,019,367	83.88
Average cost at distributing point	\$ 2 26	\$ 1 52			

ACCIDENTS TO PERSONS—North Carolina.

KIND OF ACCIDENT.	EMPLOYEES.						
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.	OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1	4				5
Fall'g from trains and engines	1	1	1		1	1	3
Overhead obstructions	1					1	
Other train accidents		6	1		2		9
At stations					1		1
Other causes		3	2	1	37	1	42
Total	2	11	8	1	41	3	60

KIND OF ACCIDENT.	PASSENGERS.	OTHERS.					
		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents	1		1				2
At highway crossings				1	1	1	1
Other causes	4	11	20		1	11	25
Total	5	11	21	1	2	12	28

CHARACTERISTICS OF ROAD—North Carolina.

From Goldsboro to Greensboro, miles.....	130.20
Alignment—Number of curves.....	182
Aggregate length of curved line, miles.....	40.70
Length of straight line, miles.....	89.50
Profile—Length of level line, miles.....	10.00
Ascending grades—Number.....	69
Sum of ascents, feet.....	258,720
Aggregate length of ascending grades, miles.....	49.00
Descending grades—Number.....	69
Sum of descents, feet.....	374,880
Aggregate length of descending grades, miles.....	71.20
From Greensboro to Charlotte, miles.....	93.00

BRIDGES, TRESTLES, TUNNELS, ETC.

BRIDGES:

Iron—number.....	19
Aggregate length, feet.....	2,001.7
Minimum length, feet.....	22
Maximum length, feet.....	319.1
Wooden—number.....	6
Aggregate length, feet.....	619.6
Minimum length, feet.....	40
Maximum length, feet.....	296
Combination—number.....	1
Aggregate length, feet.....	318.3
Minimum length, feet.....	318.3
Maximum length, feet.....	318.3

TRESTLES:

Number.....	17
Aggregate length, feet.....	525
Minimum length, feet.....	12
Maximum length, feet.....	100

OVERHEAD HIGHWAY CROSSINGS:

Bridges, number.....	2
Height of lowest above surface of rail, feet.....	18.10
Trestles, number.....	7
Height of lowest above surface of rail, feet.....	18.01
Gauge of track, 4 feet 9 inches. 223.20 miles.	

PIEDMONT RAILROAD.

HISTORY.

Piedmont Railroad, chartered in States of North Carolina and Virginia in March, 1862. Road leased to and virtually owned by the Richmond and Danville Railroad Company. Leased to the Richmond and Danville Railroad Company for a term of eighty-six years from February 20, 1874.

This company was chartered by an ordinance of the State Convention, ratified 8th day of February, 1862, which was amended by an Act of the Assembly, ratified 1st day of February, 1866.

This company was chartered for the purpose of constructing a railroad from the North Carolina Railroad to the Richmond and Danville Railroad in Virginia, by the most direct and practicable route, with a capital stock of \$1,500,000, divided into shares of \$100 each.

PROPERTY OPERATED.

Piedmont Railroad, from Danville, Virginia, to Greensboro, North Carolina, 48.50 miles. Leased to Richmond and Danville System.

PROPERTY LEASED.

Piedmont Railroad, from Danville, Virginia, to Greensboro, North Carolina, 48.50 miles.

The Piedmont Railroad Company, under date of February 20, 1872, granted, leased and delivered to the Richmond and Danville Railroad Company its entire road, with rolling stock, materials and equipment of every description, for full term of seven years from that date, to hold the same as fully and completely and to the same extent, and in all respects, as if vested in and held by the Danville Railroad Company; Richmond and Danville Railroad Company to pay annual rental of \$60,000 in semi-annual installments on the 20th days of August and February in each year. Said deed of lease contained clause which subjected it at any time to modification or rescission by mutual agreement of the two companies. Said companies modified said lease; the Piedmont Railroad Company granting the Richmond and Danville Railroad Company right to use its property, rights and franchises for a term of eighty-six years from and after the 20th day of February, 1874, Richmond and Danville Railroad Company to keep the property in same good condition as at present. If Danville Company defaults in payment of rental for one year, Piedmont Company shall have the right to terminate agreement at end of sixty days. When lease was made as a deed of trust on property and works of the Piedmont Railroad Company, the Danville Company agreed to secure said bonds to prevent sale of property under foreclosure; the Danville Company agreeing to buy the bonds and hold the same for its protection. Danville Company has a right to transfer and assign this lease.

CAPITAL STOCK.

Capital stock, common—par value of shares.....	\$ 100 00
Total par value authorized.....	1,500,000 00
Total amount issued and outstanding.....	1,500,000 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
First mortgage.....		1928	\$ 500,000 00	\$ 500,000 00	\$ 500,000 00
Second mortgage.....		1928	500,000 00	500,000 00	500,000 00

CLASS OF BOND OR OBLIGATION.	INTEREST.			
	Rate, Per Cent.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First mortgage.....	6	Ap'l and Oct.	\$ 30,000 00	\$ 30,000 00
Second mortgage.....	6	Ap'l and Oct.	30,000 00	30,000 00

RECAPITULATION.**FOR MILEAGE OWNED.**

Capital stock—total amount outstanding.....	\$ 1,500,000 00
Amount per mile of line (48 miles).....	31,250 00
Bonds—total amount outstanding.....	1,000,000 00
Amount per mile of line (48 miles).....	20,833 33

INCOME ACCOUNT.

Miscellaneous income—less expenses.....	\$ 64,727 57
Deductions from income—interest on funded debt.....	\$60,000 00
Taxes.....	4,727 57
Total deductions from income.....	\$64,727 57

The earnings and operating expenses are not kept separate from that of the Richmond and Danville Railroad in Virginia. No separate report of same has been made.

MISCELLANEOUS INCOME.

Rent received from Richmond and Danville Railroad, \$64,727.57.

CHARACTERISTICS OF ROAD.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Trestles—number.....	8
Aggregate length, feet.....	1,872
Minimum length, feet.....	86
Maximum length, feet.....	525

Overhead highway crossings—bridges, 2; height of lowest above surface of rail, 20 feet.

Gauge of track, 4 feet 9 inches; 48.50 miles.

STATE UNIVERSITY RAILROAD.

HISTORY.

Date of organization, April 12, 1879.

The State University Railroad was opened from University Station, on the North Carolina Railroad, to Chapel Hill in 1881. Built partly by contributions from the Richmond and Danville Railroad Company, which owns a majority of its stock. Leased to the Richmond and Danville Railroad Company under agreement dated August 1, 1881.

This company was first chartered as the Chapel Hill Iron Mountain Railroad Company by Act of the General Assembly, ratified the 10th day of February, 1873. Afterwards amended by Act of the General Assembly, ratified 4th day of March, 1879, and name changed to its present name. No limitation expressed in Act of incorporation as to duration of its charter.

OFFICERS.

(Of operating company.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

State University Railroad—from Chapel Hill to University Station, N. C., 10.20 miles.

PROPERTY LEASED.

State University Railroad leased to the Richmond and Danville Railroad Company under agreement dated August 1, 1881. Under this agreement the Richmond and Danville Railroad Company is to complete and operate the said State University Railroad for and during the term of its operation of the North Carolina Railroad, either under the lease of said road then existing or under any lease subsequently made, receiving and applying to its own use all revenue arising from such operation, with privilege of removing rails at the expiration of lease.

CAPITAL STOCK.

Capital stock, common—par value of shares	\$ 100
Total par value authorized	31,300 00
Total amount issued and outstanding	31,300 00

RECAPITULATION.

FOR MILEAGE OWNED.

Capital stock—total amount outstanding	\$ 31,300 00
Amount per mile of road—miles, 10.20	3,130 00

INCOME ACCOUNT.

Gross earnings from operation	\$ 5,593 19
Less operating expenses	9,522 19
Deficit	\$ 3,929 00
Other deductions from income	08
Deficit	\$ 3,929 08

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER:			
Passenger revenue.....	\$ 2,822 92		
Total passenger revenue.....			\$ 2,822 92
Mail.....			484 32
Express.....			120 88
Total passenger earnings.....			\$ 3,428 12
FREIGHT:			
Freight revenue.....	2,168 71		
Less repayments—total deductions.....		\$ 3 64	
Total freight revenue.....			\$ 2,165 07
Total freight earnings.....			\$ 2,165 07
Total passenger and freight earnings.....			\$ 5,593 19
Total gross earnings from operation—N. C.....			\$ 5,593 19
Total gross earnings from operation—Entire line			\$ 5,593 19

OPERATING EXPENSES—Entire Line.

Maintenance of way and structures.....	\$ 4,613 51
Maintenance of equipment.....	609 52
Conducting transportation.....	3,670 10
General expenses.....	629 06
Grand total.....	\$ 9,522 19
Percentage of expenses to earnings—entire line, 170.	

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensation.
*General officers.....	24	7,512	\$ 238 38	\$ 03
*General office clerks	310	96,546	123 89	
Other Employees:				
Station agents	1	274	368 12	1 30
Enginemen	1	313	750 74	2 40
Firemen	1	313	240 00	77
Conductors	1	313	622 60	1 99
Other trainmen	1	313	298 50	95
Machinists	2	6	14 40	2 40
Carpenters	10	344	451 29	1 31
Other shopmen	12	35	51 45	1 47
Section foremen	1	365	480 00	1 31
Other trackmen	5	1,394	1,357 27	98
Telegraph operators and dispatchers.....	4	126	231 36	1 83
All other employees and laborers.....	28	322	71 59	22
Total (including "General Officers")—N. C.	401	108,176	\$ 5,299 59	\$ 05
Less "General Officers"	24	7,512	238 88	03
Total (excluding "General Officers")—N. C.	377	100,664	\$ 5,061 21	\$ 05

*General officers and clerks of entire system. This road pays its proportionate part of expenses as above stated.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	10,278			
Number of passengers carried one mile.....	101,584			
Number of passengers carried one mile per mile of road	10,158			
Average distance carried.....	9.88			
Total passenger revenue		2,822	92	
Average amount received from each passenger.....			27	
Average receipts per passenger per mile.....			02	778
Total passenger earnings.....		3,428	12	
Passenger earnings per mile of road.....		342	81	
Passenger earnings per train mile.....			89	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	3,010			
Number of tons carried one mile	29,880			
Number of tons carried one mile per mile of road..	2,988			
Average distance haul of one ton.....	9.90			
Total freight revenue.....		2,165	07	
Average amount received for each ton of freight.....			71	
Average receipts per ton per mile.....			07	222
Total freight earnings.....		2,165	07	
Freight earnings per mile of road.....		216	51	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		4,987	99	
Passenger and freight revenue per mile of road.....		498	79	
Passenger and freight earnings.....		5,593	19	
Passenger and freight earnings per mile of road.....		559	32	
Gross earnings from operation		5,593	19	
Gross earnings from operation per mile of road.....		559	32	
Gross earnings from operation per train mile.....			39	
Operating expenses.....		9,522	19	
Operating expenses per mile of road.....		952	21	
Operating expenses per train mile.....			67	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain	6	6	12
Flour	2	109	111
Other mill products	1	70	71
Tobacco		5	5
Cotton	271	4	275
Fruit and vegetables	2	22	24
Cotton factory products	2	9	11
PRODUCTS OF ANIMALS:			
Live stock	15	9	24
Dressed meats	2		2
Other packing-house products	1	14	15
Poultry, game and fish		2	2
Wool	1		1
Hides and leather	6		6
PRODUCTS OF MINES:			
Anthracite coal		136	136
Bituminous coal		106	106
Stone, sand and other like articles		5	5
PRODUCTS OF FOREST:			
Lumber		273	273
MANUFACTURES:			
Petroleum and other oils		61	61
Sugar		31	31
Other castings and machinery	2	36	38
Cement, brick and lime		141	141
Agricultural implements		5	5
Wagons, carriages, tools, etc		7	7
Wines, liquors and beers		1	1
Household goods and furniture	19	56	65
Fertilizers		520	520
Merchandise	23	551	574
Miscellaneous — other commodities not mentioned above	187	291	478
Total tonnage—North Carolina	540	2,470	3,010

MILEAGE.**MILEAGE OF ROAD OPERATED.**

Line represented by capital stock—miles of single track, main line.....	10.20
Miles of yard track and sidings .....	.45
Total mileage operated.....	10.65
Rails, iron—main line (miles)	10.20
Rails, iron—yard track and sidings (miles).....	.45
Total rails.....	10.65

RENEWALS OF TIES.**NEW TIES LAID DURING YEAR:**

Oak, first class—number	6,309
Average price at distributing point.....	30 cts.
Oak, second class—number.....	82
Average price at distributing point.....	15 cts.
Total number laid	6,391
Average price at distributing point	29.80 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bitu- minous. Tons.	Wood— Soft. Cords.	Total Fuel Consum'd. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger	28	208	132	3,846	68.64
Freight	60	229	174.50	10,255	34.03
Total	88	437	306.50	14,101	43.47
Average price at distributing point	\$2.28	\$1.53			

CHARACTERISTICS OF ROAD—North Carolina.

From University to Chapel Hill, N. C., miles	10.20
Alignment—number of curves	29
Aggregate length of curved line, miles	5.3
Length of straight line, miles	4.9
Profile—Ascending grades—number	15
Sum of ascents, feet	24,288
Aggregate length of ascending grades, miles	4.7
Descending grades—number	14
Sum of descents, feet	2,940
Aggregate length of descending grades, miles	5.5

BRIDGES, TRESTLES, ETC.

Bridges, wooden—number	1
Total length, feet	71.3
Trestles—number	12
Aggregate length, feet	2,192
Minimum length, feet	10
Maximum length, feet	370
Gauge of track, 4 feet 9 inches. 10.20 miles.	

STATESVILLE AND WESTERN RAILROAD COMPANY.

HISTORY.

Chartered March 2, 1837; road opened September, 1837. The road is leased to and operated by the Richmond and Danville Railroad Company.

The purpose of this company was to construct and operate a railroad from a point on the Western and North Carolina Railroad, near the town of Statesville, to a point on the Tennessee line, passing by or near the towns of Taylorsville and Wilkesboro.

OFFICERS.

(Of operating company.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

Statesville and Western Railroad—From Statesville, N. C., to Taylorsville, N. C.; 20.36 miles.

PROPERTY LEASED.

Lease of Statesville and Western Railroad to Richmond and Danville Company, dated October 27, 1888.

Statesville Company leases, demises and farms out all its property of every description for ninety-nine years to the Danville Company; Statesville Company reserving its corporate franchises and privileges; the lease to be forfeited if Danville Company does not keep terms of agreement; Danville Company to maintain property in good condition, revenue of company to be applied as follows:

1. Payment of costs and expenses of maintaining and repairing said road, all taxes, insurance, etc.

2. Danville Company to pay \$500 per annum for maintaining corporate organization of Statesville Company.

3. The payment of interest on first mortgage bonds bearing date July 1, 1887, amounting to \$300,000, bearing six per cent. interest, payable January and July, principal being payable in gold coin July, 1937.

4. Any residue of said receipts and income to be paid to the Statesville Company; Statesville Company to co-operate with Danville Company to extend said mortgage, if desired. In case any surplus revenue derived from the earnings of said road are not sufficient to pay expenses and interest on bonded indebtedness, Danville Company can supply same, which will act as a mortgage lien subject only to the first mortgage. Statesville Company shall not have any right or power to build any additions or branches without written assent of the Danville Company.

CAPITAL STOCK.

Capital stock, common -par value of shares	\$	100 00
Total par value		500,000 00
Total amount issued and outstanding		500,000 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond—First mortgage. Date of issue, 1887. When due, 1937.

Amount of authorized issue	\$	300,000 00
Amount issued		300,000 00
Amount outstanding		300,000 00
Rate of interest, 6 per cent. When payable, January and July.		
Amount of interest accrued during year		18,000 00

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital stock	\$ 500,000 00	20.36	\$ 25,000 00
Bonds	300,000 00	20.36	15,000 00
Current liabilities	59,000 89		
Total	\$ 859,000 89		\$ 40,000 00

STATESVILLE AND WESTERN RAILROAD COMPANY—
CONTINUED.

LESSEES' REPORT OF OPERATIONS.

INCOME ACCOUNT.

Gross earnings from operation	\$ 8,883 45	
Less operating expenses	11,627 26	
Deficit		\$ 2,743 81
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued	\$ 18,000 00	
Other deductions	2 61	
Total deductions from income		18,002 61
Deficit		\$ 20,746 42
Deficit on June 30, 1893 (from "General Balance Sheet")		96,886 00
Deficit on June 30, 1894 (for entry on "General Balance Sheet") ..		\$ 117,632 42

EARNINGS FROM OPERATION—Entire Line.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Total passenger revenue			\$ 2,599 78
Mail			1,078 44
Express			164 28
Total passenger earnings			\$ 3,842 50
FREIGHT:			
Freight revenue	\$ 5,041 44		
Total deductions		\$ 49	
Total freight revenue			\$ 5,040 95
Total freight earnings			\$ 5,040 95
Total passenger and freight earnings			\$ 8,883 45
Total gross earnings from operation—entire line			\$ 8,883 45

OPERATING EXPENSES.

Maintenance of way and structures	\$ 4,653 33
Maintenance of equipment	662 72
Conducting transportation	4,800 33
General expenses	1,510 88
Grand total	\$ 11,627 26

Percentage of expenses to earnings—entire line, 130.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDI'G JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 800,498 47	Cost of road	\$ 800,498 47	
96,886 00	Profit and loss	117,632 42	\$ 20,746 42
\$ 897,384 47	Grand total	\$ 918,130 89	\$ 20,746 42
	LIABILITIES.		
\$ 500,000 00	Capital stock	\$ 500,000 00	
300,000 00	Funded debt	300,000 00	
38,254 47	Current liabilities	59,000 89	\$ 20,746 42
59,130 00	R. & W. Terminal Company	59,130 00	
\$ 897,384 47	Grand total	\$ 918,130 89	\$ 20,746 42

EMPLOYEES AND SALARIES.

CLASS.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensa- tion.	Average Daily Compensa- tion.
*General officers.....	24	7,512	\$ 543 09	\$ 07
*General office clerks	310	96,546	292 07	
Other employees:				
Station agents.....	1	372	540 00	1 45
Other station men.....	2	624	421 20	67
Enginemen	1	184	680 24	3 69
Firemen	1	144	243 68	1 69
Conductors	3	152	337 16	2 21
Other trainmen.....	6	364	290 88	79
Section foremen.....	3	936	1,212 00	1 29
Other trackmen.....	14	2,640	2,001 80	75
Telegraph operators and dispatchers.....	10	8	21 72	2 71
All other employees and laborers.....	3	12	61 60	5 13
Total (including "General Officers")—N. C....	378	109,494	\$ 6,645 44	\$ 06
Less "General Officers".....	24	7,512	543 09	07
Total (excluding "General Officers")—N. C....	354	101,982	\$ 6,102 35	\$ 06

* General officers and clerks entire system. This road pays its proportion of the expense as above.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Tonnage, Number Pas- sengers, Num- ber Trains, Mileage, Num- ber Cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars	Cts	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	5,616			
Number of passengers carried one mile.....	87,342			
Number of passengers carried one mile per mile of road	4,367			
Average distance carried	15.55			
Total passenger revenue		2,599	78	
Average amount received from each passenger.....			46	
Average receipts per passenger per mile.....			02	976
Total passenger earnings.....		3,842	50	
Passenger earnings per mile of road.....		192	12	
Passenger earnings per train mile		1	14	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	5,178			
Number of tons carried one mile	94,729			
Number of tons carried one mile per mile of road.....	4,376			
Average distance haul of one ton.....	18.31			
Total freight revenue.....		5,040	95	
Average amount received for each ton of freight.....			97	
Average receipts per ton per mile.....			05	321
Total freight earnings.....		5,040	95	
Freight earnings per mile of road.....		252	04	
Freight earnings per train mile.....			52	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		7,640	73	
Passenger and freight revenue per mile of road.....		382	03	
Passenger and freight earnings.....		8,883	45	
Passenger and freight earnings per mile of road.....		444	16	
Gross earnings from operation		8,883	45	
Gross earnings from operation per mile of road.....		444	16	
Gross earnings from operation per train mile.....			67	
Operating expenses.....		11,627	26	
Operating expenses per mile of road.....		581	36	

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain	20	6	26
Flour		46	46
Other mill products	3	3	6
Hay	4		4
Tobacco	23	4	27
Cotton	2	6	8
Fruit and vegetables	202	4	206
Cotton factory products	24	2	26
PRODUCTS OF ANIMALS:			
Live stock	4		4
Other packing-house products	1	10	11
Hides and leather	9	8	17
PRODUCTS OF MINES:			
Stone, sand, and other like articles	41	1	42
PRODUCTS OF FOREST:			
Lumber	3,292	12	3,304
MANUFACTURES:			
Petroleum and other oils	11	8	19
Sugar		15	15
Other castings and machinery	1	25	26
Bar and sheet metal		1	1
Cement, brick and lime	23		23
Agricultural implements		8	8
Wagons, carriages, tools, etc	31	10	41
Wines, liquors and beers	47	1	48
Household goods and furniture	10	21	31
Fertilizers	1	553	554
Merchandise	109	176	285
Miscellaneous—Other commodities not mentioned above	322	78	400
Total tonnage—North Carolina	4,180	998	5,178

MILEAGE.**OF ROAD OPERATED.**

Line represented by capital stock—main line, single track.....	20.36
Total mileage operated.....	20.36
Rails, iron.....	20.36
Miles of yard track and sidings.....	1.15
Total mileage operated.....	1.15
Rails, iron.....	1.15
Total mileage operated, all tracks.....	21.51

RENEWAL OF TIES.**NEW TIES LAID DURING YEAR:**

Oak, first-class—number.....	2,109
Average price at distributing point.....	30 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES—North Carolina.

LOCOMOTIVES.	COAL—TONS.	WOOD—CORDS.	Total Fuel Consumed Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous.	Soft.			
Passenger.....	185	3	186.50	3,375	110.52
Freight.....	325	8	329	9,765	77.62
Switching.....	25	1	25.50	497	102.61
Total.....	535	12	541	13,637	79.33
Average cost at distributing point.....	\$2.31	\$1.50			

CHARACTERISTICS OF ROAD.

From Statesville to Taylorsville, miles.....	20.36
Alignment—number of curves.....	52
Aggregate length of curved line, miles.....	7.44
Length of straight line, miles.....	12.92
Profile—length of level line, miles.....	4.23
Ascending grades—number.....	44
Sum of ascents, feet.....	653
Aggregate length of ascending grades, miles.....	10.53
Descending grades—number.....	34
Sum of descents, feet.....	315
Aggregate length of descending grades, miles.....	5.60

CHARACTERISTICS OF ROAD—North Carolina.**BRIDGES, TRESTLES, ETC.**

Trestles.....	1
Total length, feet.....	350
Overhead highway crossings.....	1
Height above surface of rail, feet.....	20.3
Gauge of track, 4 feet 9 inches, 20.36 miles.	

WESTERN NORTH CAROLINA RAILROAD COMPANY.

HISTORY.

The Western North Carolina Railroad was chartered February 15, 1855. Road opened to Old Fort in 1869; to Swannanoa in 1879; to Asheville Junction in 1880; to Paint Rock, State line, and a connection with the East Tennessee, Virginia and Georgia Railroad, January 28, 1882. The Ducktown branch was opened to Nantahala River October 1, 1884, and to Jarrett's in 1887. Road extended to Tomotla during 1890. Road completed to Murphy in 1891.

The State's interest in this road was sold to W. J. Best and associates, under act of the General Assembly, at special session, year 1880, the State receiving in payment therefor \$600,000, being the amount of disbursements on account of said road, and purchasers to assume a mortgage debt of \$850,000, together with all floating indebtedness of the road, and also entering in contract to complete the road to Paint Rock and Murphy by a certain stipulated time.

The road was subsequently transferred by W. J. Best, assigns and associates, to T. M. Logan, W. P. Clyde and A. S. Buford, representing the Richmond and West Point Terminal Company.

The road was subsequently leased to the Richmond and Danville Railroad Company for a term of ninety-nine years. The purpose of this incorporation was to effect a communication between the North Carolina Road and the Mississippi Valley. This object has now been accomplished.

No time was fixed in the act for the expiration of its corporate powers.

OFFICERS.

(Of operating road.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

Western North Carolina Railroad—From Salisbury, N. C., to Paint Rock, N. C., 184.80 miles.
Murphy Branch—From Asheville, N. C., to Murphy, N. C., 122.01 miles. Total, 303.91.

PROPERTY LEASED.

Western North Carolina Railroad leased to the Richmond and Danville Railroad Company under a deed of lease dated April 30, 1886, for a term of ninety-nine years from and after May 1, 1886. The Western North Carolina Railroad Company assigns to the Richmond and Danville Railroad Company all debts, dues, claims and demands of every nature which it may have against any person or corporation whatsoever, the latter company receiving the revenues resulting from the operation of the Western North Carolina Railroad during the said demised term, and applying the same to the payment of operating expenses, maintenance of the organization of the Western North Carolina Railroad Company, payment on the interest of the bonds of said Company, and turning over any residue of revenue to the Western North Carolina Railroad Company; at its option the lessee may advance from time to time such amounts as may be necessary to make up any deficiency in the current revenues, in which event it shall have a lien on the subsequent residue of revenue until the amount of such advance shall have been paid.

CAPITAL STOCK—North Carolina.

Capital stock, common—number of shares authorized.....	40,000
Par value of shares—common.....	\$ 100 00
Total par value authorized.....	4,000,000 00
Total amount issued and outstanding.....	4,000,000 00
Capital stock, preferred—number of shares authorized.....	40,000
Par value of shares.....	100 00
Total par value authorized.....	4,000,000 00
Total amount issued and outstanding.....	4,000,000 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of bond or obligation—first consol.	Date of issue, 1884.	When due, 1914.
Amount of authorized issue.....		\$ 3,856,000 00
Amount issued.....		3,856,000 00
Amount outstanding*.....		3,856,000 00
Rate of interest, 6 per cent.; payable January and July.		
Amount of interest accrued during year.....		231,360 00
Amount of interest paid during year.....		152,280 00
Second mortgage bonds. Date of issue, 1884. When due, 1914.		
Amount of authorized issue.....		4,110,000 00
Amount issued.....		4,110,000 00
Amount outstanding.....		4,110,000 00
Rate of interest, 6 per cent.; payable January and July.		

*\$1,325,000.00 owned by Terminal Company; no interest paid.

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds, amount issued.....	\$ 7,966,000 00
Amount outstanding.....	7,966,000 00
Interest—amount accrued during year.....	231,360 00
Amount paid during year.....	152,280 00

CURRENT ASSETS AND LIABILITIES.**ASSETS.**

Due from solvent companies and individuals.....	\$ 2,889 99
---	-------------

LIABILITIES.

Net traffic balances due to other companies.....	\$1,652,445 63
Matured interest coupons unpaid.....	82,261 54
Miscellaneous.....	420 00
Total current liabilities.....	\$1,735,127 17

RECAPITULATION.**FOR MILEAGE OWNED.**

Capital stock—total amount outstanding.....	\$ 8,000,000 00
Amount per mile of line, 306.91 miles.....	26,066 26
Bonds—total amount outstanding.....	7,966,000 00
Amount per mile of line, 306.91 miles.....	25,955 49
Current liabilities—total amount outstanding.....	1,735,127 17
Amount per mile of line.....	5,653 00

WESTERN NORTH CAROLINA RAILROAD COMPANY—
CONTINUED.

LESSEES' REPORT OF OPERATIONS.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Expenditures during year—right-of-way	\$ 150 00
Sidings and yard extensions	1,665 21
Other items	10 38
Total construction	\$ 1,825 59
Total equipment during year	93 10
Grand total cost construction, equipment, etc	\$ 1,918 69

INCOME ACCOUNT.

Gross earnings from operation	\$ 792,062 20	
Less operating expenses	560,115 33	
Income from operation		\$ 231,946 87
Deductions from income—interest on funded debt accrued	\$ 231,360 00	
Other deductions	4,311 94	
Total deductions from income		\$ 235,671 94
Deficit		\$ 3,725 07
Deficit on June 30, 1893 (from "General Balance Sheet")		\$ 925,709 86
Deficit on June 30, 1894 (for entry on "General Balance Sheet")		\$ 929,434 93

EARNINGS FROM OPERATION—North Carolina.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 208,164 50		
Total deductions		\$ 3 50	
Total passenger revenue			\$ 208,161 00
Mail			33,018 00
Express			10,322 43
Other items			150 00
Total passenger earnings			\$ 251,651 43
FREIGHT:			
Freight revenue	\$ 533,833 54		
Total deductions		\$ 1,670 08	
Total freight revenue			\$ 532,163 46
Elevators			2,637 75
Total freight earnings			\$ 534,801 21
Total passenger and freight earnings			\$ 786,452 64
OTHER EARNINGS FROM OPERATION:			
Rents not otherwise provided for			4,880 15
Other sources			729 41
Total other earnings			\$ 5,609 56
Total gross earnings from operation—entire line			\$ 792,062 20

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES:

Repairs of roadway	\$ 41,269 95
Renewals of rails	30,364 18
Renewal of ties	28,820 93
Repairs of bridges and culverts	22,426 84
Repairs of fences, road-crossings, signs, and cattle-guards	1,384 15
Repairs of buildings	7,043 08
Repairs of telegraph	52 25
Other expenses	52,313 17
• Total	\$ 183,674 55

MAINTENANCE OF EQUIPMENT:

Repairs and renewals of locomotives	21,867 30
Repairs and renewals of passenger cars	3,640 29
Repairs and renewals of freight cars	15,412 26
Shop machinery, tools, etc.	126 79
Other expenses	9,112 68
Total	\$ 50,159 32

CONDUCTING TRANSPORTATION:

Wages of engine-men, firemen, and roundhousemen	40,171 16
Fuel for locomotives	50,093 31
Water supply for locomotives	2,913 19
All other supplies for locomotives	2,627 53
Wages of other trainmen	26,691 54
All other train supplies	3,066 65
Wages of switchmen, flagmen, and watchmen	4,252 17
Expense of telegraph, including train dispatchers and operators	21,612 92
Wages of station agents, clerks, and laborers	38,021 94
Station supplies	1,698 91
Switching charges—balance	51 31
Car mileage—balance	31,573 00
Loss and damage	5,074 70
Injuries to persons	2,212 27
Other expenses	6,155 76
Total	\$ 236,216 06

GENERAL EXPENSES:

Salaries of officers	23,084 06
Salaries of clerks	19,918 90
General office expenses and supplies	714 23
Agencies, including salaries and rents	7,823 04
Advertising	2,460 07
Insurance	2,232 75
Legal expenses	5,136 44
Stationery and printing	6,267 18
Other general expenses	22,428 73
Total	\$ 90,065 40

RECAPITULATION OF EXPENSES:

Maintenance of way and structures	\$ 183,674 55
Maintenance of equipment	50,159 32
Conducting transportation	236,216 06
General expenses	90,065 40
Grand total	\$ 560,115 33

Percentage of expenses to earnings, entire line, 70.

COMPARATIVE GENERAL BALANCE SHEET—North Carolina.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 16,741,966 06	Cost of road -----	\$ 16,743,884 75	\$ 1,918 69
2,889 99	Cash and current assets -----	2,889 99	
24,917 50	Sundries -----	24,917 50	
925,709 86	Profit and loss -----	929,434 93	3,725 07
\$ 17,695,483 41	Grand total -----	\$ 17,701,127 17	\$ 5,043 76
	LIABILITIES.		
\$ 8,000,000 00	Capital stock -----	\$ 8,000,000 00	
7,966,000 00	Funded debt -----	7,966,000 00	
1,729,483 41	Current liabilities -----	1,735,127 17	
\$ 17,695,483 41	Grand total -----	\$ 17,701,127 17	\$ 5,643 76

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total No. of Days Worked.	Total Yearly Com- pensation.	Average Daily Compen- sation.
*General officers.....	24	7,512	\$ 23,084 06	\$ 3 07
*General office clerks	310	96,546	19,918 90	20
Other employees :				
Station agents	42	14,003	17,451 32	1 24
Other station men	89	25,212	15,744 00	62
Enginemen	33	6,280	22,607 00	3 59
Firemen	29	6,148	10,484 00	1 70
Conductors	29	5,087	13,002 00	2 55
Other trainmen	93	15,064	15,825 00	1 05
Machinists	11	2,052	4,655 00	2 27
Carpenters	58	16,020	25,380 00	1 58
Other shopmen	111	27,600	34,451 00	1 24
Section foremen	43	13,459	20,412 00	1 51
Other trackmen	255	77,001	56,980 74	74
Switchmen, flagmen, and watchmen.....	20	6,337	4,812 00	75
Telegraph operators and dispatchers	25	5,898	9,606 00	1 64
All other employees and laborers	31	10,360	11,425 00	1 10
Total (including "General Officers")—N. C.	1,203	334,579	\$ 305,928 02	91
Less "General Officers"	24	7,512	23,084 06	3 07
Total (excluding "General Officers")—N. C.	1,179	327,067	\$ 282,843 96	86
DISTRIBUTION OF ABOVE :				
General administration	334	104,058	43,002 96	40
Maintenance of ways and structures	365	111,190	108,565 74	97
Maintenance of equipment	133	32,302	41,738 00	1 29
Conducting transportation	371	87,029	112,621 32	1 29

*General officers and clerks entire system. This road pays its proportional part of the expenses.

PASSENGER AND FREIGHT AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars.	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	163,201			
Number of passengers carried one mile.....	7,514,898.			
Number of passengers carried one mile per mile of road	24,478			
Average distance carried	46.84			
Total passenger revenue.....		208,161	00	
Average amount received from each passenger.....		1	27	
Average receipts per passenger per mile			02	770
Total passenger earnings		251,651	43	
Passenger earnings per mile of road.....		819	71	
Passenger earnings per train mile.....		1	27	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	336,462			
Number of tons carried one mile	29,102,139			
Number of tons carried one mile per mile of road..	94,795			
Average distance haul of one ton	86.49			
Total freight revenue		532,163	46	
Average amount received for each ton of freight....		1	58	
Average receipts per ton per mile			01	829
Total freight earnings.....		534,801	21	
Freight earnings per mile of road		1,742	02	
Freight earnings per train mile.....		1	87	
PASSENGER AND FREIGHT:				
Passenger and freight revenue		740,324	46	
Passenger and freight revenue per mile of road		2,411	48	
Passenger and freight earnings.....		786,452	64	
Passenger and freight earnings per mile of road....		2,561	73	
Gross earnings from operation		792,062	20	
Gross earnings from operation per mile of road....		2,580	00	
Gross earnings from operation per train mile.....		1	64	
Operating expenses		560,115	33	
Operating expenses per mile of road		1,824	48	
Operating expenses per train mile		1	16	
Income from operation		231,946	87	
Income from operation per mile of road		755	52	

FREIGHT TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain-----	961	17,449	18,410
Flour-----	434	24,873	25,307
Other mill products-----	1,850	11,130	12,980
Hay-----	321	3,311	3,632
Tobacco-----	5,152	3,147	8,299
Cotton-----	927	375	1,302
Fruit and vegetables-----	1,635	1,425	3,060
Cotton factory products-----	1,348	2,425	3,773
PRODUCTS OF ANIMALS:			
Live stock-----	2,618	9,640	12,258
Dressed meats-----	29	5	34
Other packing-house products-----	134	6,785	6,919
Poultry, game and fish-----	5	420	425
Wool-----	11	9	20
Hides and leather-----	370	1,167	1,537
PRODUCTS OF MINES:			
Anthracite coal-----	56	2,748	2,804
Bituminous coal-----	480	88,221	88,701
Coke-----		172	172
Ores-----	2,257	2,616	4,873
Stone, sand, and other like articles-----	7,765	6,895	14,660
PRODUCTS OF FOREST:			
Lumber-----	33,840	21,505	55,345

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	TOTAL FREIGHT TONNAGE.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES:			
Petroleum and other oils -----	220	3,375	3,595
Sugar-----	14	1,257	1,271
Naval stores -----		1,039	1,039
Iron, pig and bloom-----		106	106
Iron and steel rails-----	58	203	261
Other castings and machinery -----	190	2,662	2,852
Bar and sheet metal-----	22	1,132	1,154
Cement, brick and lime -----	476	3,993	4,469
Agricultural implements-----	39	669	708
Wagons, carriages, tools, etc -----	393	1,000	1,393
Wines, liquors and beers -----	1,162	1,168	2,330
Household goods and furniture-----	757	1,454	2,211
Fertilizers -----	449	7,142	7,591
Merchandise-----	2,186	16,466	18,652
Miscellaneous—other commodities not mentioned above -----	10,607	13,712	24,319
Total tonnage—North Carolina -----	76,766	259,696	336,462

DESCRIPTION OF EQUIPMENT.—Entire Line.

ITEM.	Total Number at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
LOCOMOTIVES—Owned and Leased :					
Passenger	11	11	Westinghouse	11	Janney.
Freight	1	1	Westinghouse		
Total locomotives in service.....	12	12	Westinghouse	11	Janney.
Less locomotives leased.....	11				
Total locomotives owned.....	1				
CARS—Owned and Leased— IN PASSENGER SERVICE:					
First-class cars	3	3	Westinghouse	3	Janney.
Second-class cars.....	3	3	Westinghouse	3	Janney.
Combination cars	4	4	Westinghouse	4	Janney.
Baggage, express, and postal cars	3	3	Westinghouse	3	Janney.
Total	13	13	Westinghouse	13	Janney.
IN FREIGHT SERVICE:					
Box cars.....	17			1	Janney.
Flat cars.....	8			3	Janney.
Stock cars.....	4				
Coal cars.....	71			35	Janney.
Total	100			39	Janney.
IN COMPANY'S SERVICE—					
Caboose cars.....	11				
Other road cars.....	8				
Total cars owned and in service	132	13	Westinghouse	52	Janney.

MILEAGE.**FOR MILEAGE OPERATED.**

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line	Branches and Spurs.		Iron.	Steel.
Miles of single track-----	184.90	122.01	306.91	44.00	262.91
Miles of yard track and sidings-----	21.18	3.54	24.72	24.72	
Total mileage operated (all tracks)-----	206.08	125.55	331.63	68.72	262.91

RENEWALS OF RAILS AND TIES.**NEW RAILS LAID DURING YEAR:**

Steel—tons-----	2,851 ^{9 62} / ₃₂₄₀
Weight per yard, pounds-----	60½
Average price per ton at distributing point-----	\$ 22.84

NEW TIES LAID DURING YEAR:

Oak, first-class—number-----	97,471
Average price at distributing point-----	28 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal-Bitu- minous. Tons.	Wood— Soft— Cords.	Total Fuel Consum'd. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger-----	7,324	78	7,363	197,167	74.18
Freight-----	17,211	137	17,279.50	284,749	124.88
Switching-----	1,183		1,183	119,679	19.77
Construction-----	548		548	29,562	37.00
Total-----	26,266	215	26,373.50	631,157	83.57
Average cost at distributing point-----	\$2.00	\$1.25			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.				
	TRAINMEN.		OTHER EMPLOYEES	TOTAL.	
	Killed.	Injured.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	3		1	3
Falling from trains and engines		1	1		2
Overhead obstructions		2			2
Collisions		3			3
Derailments		4			4
Other causes		9	24		33
Total	1	22	25	1	47

KIND OF ACCIDENT.	OTHERS.				
	TRESPASSING.		NOT TRESPASSING.	TOTAL.	
	Killed.	Injured.	Injured.	Killed.	Injured.
Train accidents other than collisions, etc.....			1		1
At stations		1			1
Other causes	4	3		4	3
Total	4	4	1	4	5

CHARACTERISTICS OF ROAD.

From Salisbury to Paint Rock, miles-----	184.90
Profile—length of level line, miles-----	18.28
Ascending grades—number-----	229
Sum of ascents, feet-----	4,109.03
Aggregate length of ascending grades, miles-----	76.60
Descending grades—number-----	300
Sum of descents, feet-----	3,602.26
Aggregate length of descending grades, miles-----	90.02
From Murphy Junction to Tomotla, miles-----	122.01

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
BRIDGES :				
Stone -----	11	1,319	70	265
Iron -----	9	1,174	30	450
Wooden -----	21	3,267	50	520
Total -----	41	5,760		
Trestles -----	189	23,957	10	1,731
Tunnels -----	10	5,324	89	1,810

Overhead highway crossings—trestles, number----- 12

Height above surface of rail, feet----- 18

Gauge of track, 4 feet 9 inches, 306.91 miles.

YADKIN RAILROAD COMPANY.

HISTORY.

The Yadkin Railroad was completed to Norwood, N. C., May 29, 1891. The road is operated by the Richmond and Danville Railroad Company.

This company was chartered the 5th day of April, 1871, for the purpose of establishing communication from Salisbury to points on the Wilmington, Charlotte and Rutherford Railroad and the Cheraw and Salisbury Railroad, respectively, at or near Wadesboro. Charter amended 1872, 1879, 1887 and 1891.

OFFICERS.

(Of operating Company.) See Southern Railway Company, page 301.

PROPERTY OPERATED.

Yadkin Railroad—From Salisbury, N. C., to Norwood, N. C.; miles, 41.17.

PROPERTY LEASED.

Yadkin Railroad operated by the Richmond and Danville Railroad Company, which company receives all revenues, tolls, etc., and accounts therefor are rendered to Yadkin Railroad.

CAPITAL STOCK.

Capital stock, common—number of shares authorized.....	12,500
Par value of shares.....	\$ 50 00
Total par value authorized	625,000 00
Total amount issued and outstanding	625,000 00

FUNDED DEBT.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation—first mortgage. Date of issue, 1890. When due, 1930.

Amount of authorized issue	\$ 615,000 00
Amount issued	615,000 00
Amount outstanding	615,000 00
Rate of interest, 6 per cent., payable August and December.	
Amount of interest accrued during year	36,900 00

RECAPITULATION OF FUNDED DEBT.

Class of debt—mortgage bonds. Amount issued	\$ 615,000 00
Amount outstanding	615,000 00
Amount of interest accrued during year	36,900 00

CURRENT LIABILITIES.

Net traffic balances due to other companies	\$ 59,372 57
Matured interest coupons unpaid	73,800 00
Total current liabilities	\$ 133,172 57

RECAPITULATION.**FOR MILEAGE OWNED.**

ACCOUNT.	Total Amount Outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock	\$ 625,000 00	41.17	\$ 15,243 00
Bonds	615,000 00	41.17	15,000 00
Current liabilities	133,172 57		

YADKIN RAILROAD COMPANY—CONTINUED.

LESSEES' REPORT OF OPERATIONS.

INCOME ACCOUNT.

Gross earnings from operation.....	\$ 22,559 75	
Less operating expenses	26,834 41	
Deficit		\$ 4,274 66
DEDUCTIONS FROM INCOME:		
Interest on funded debt accrued.....	\$ 36,900 00	
Other deductions.....	8 69	
Total deductions from income.....		36,908 69
Deficit		\$ 41,183 35
Deficit on June 30, 1893 (From "General Balance Sheet").....		91,579 22
Deficit on June 30, 1894 (For entry on "General Balance Sheet").....		\$ 132,762 57

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$ 6,062 72		
Total passenger revenue			\$ 6,062 72
Mail.....			1,924 80
Express			394 91
Total passenger earnings.....			\$ 8,382 48
FREIGHT:			
Freight revenue.....	\$ 14,195 45		
Total deductions		\$ 18 13	
Total freight earnings.....			\$ 14,177 32
Total passenger and freight earnings.....			\$ 22,559 75
Total gross earnings from operation—entire line.....			\$ 22,559 75

OPERATING EXPENSES—Entire Line.

Maintenance of way and structures	\$ 9,017 37
Maintenance of equipment	1,949 32
Conducting transportation	12,987 61
General expenses	2,880 11
Grand total	\$ 26,834 41
Percentage of expenses to earnings—entire line, 119.	

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1893.		JUNE 30, 1894.	YEAR ENDING JUNE 30, 1894.
Total.	ASSETS.	Total.	Increase.
\$ 1,240,408 40	Cost of road	\$ 1,240,410 00	\$ 1 60
91,579 22	Profit and loss	132,762 57	41,183 35
\$ 1,331,987 62	Grand total	\$ 1,373,172 57	\$ 41,184 95
	LIABILITIES.		
\$ 625,000 00	Capital stock	\$ 625,000 00	
615,000 00	Funded debt	615,000 00	
91,987 62	Current liabilities	133,172 57	\$ 41,183 35
\$ 1,331,987 62	Grand total	\$ 1,373,172 57	\$ 41,183 35

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensation.
*General officers.....	24	7,512	\$ 753 78	\$ 10
*General office clerks.....	310	96,546	545 26	
Other employees:				
Station agents.....	6	1,387	1,738 96	1 25
Other station men.....	3	586	587 79	1 00
Enginemen.....	3	359	1,080 80	3 01
Firemen.....	3	359	473 39	1 39
Conductors.....	1	313	835 75	2 67
Other trainmen.....	3	1,099	1,099 50	1 00
Machinists.....	2	2	4 80	2 40
Carpenters.....	2	83	109 53	1 32
Other shopmen.....	12	12	17 64	1 47
Section foremen.....	4	1,460	1,920 00	1 31
Other trackmen.....	13	4,069	4,352 08	1 07
Switchmen, flagmen, and watchmen.....	1	109	191 54	1 75
Telegraph operators and dispatchers.....	3	722	1,209 94	1 68
All other employees and laborers.....	28	401	284 62	71
Total (including "General Officers")—N. C....	418	115,019	\$ 15,205 35	13
Less "General Officers".....	24	7,512	753 78	10
Total (excluding "General Officers")—N. C....	394	107,507	\$ 14,451 57	13

*General officers and clerks are for entire system. This road pays its proportional part of the expense, as above stated.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—North Carolina.

ITEM.	Column for Ton- nage, number Passengers, number Trains, Mileage, number Cars	COLUMNS FOR REVE- NUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.....	9,998			
Number of passengers carried one mile.....	198,054			
Number of passengers carried one mile per mile of road	4,849			
Average distance carried.....	19.80			
Total passenger revenue.....		6,062	72	
Average amount received from each passenger.....			60	
Average receipts per passenger per mile.....			03	061
Total passenger earnings.....		8,382	43	
Passenger earnings per mile of road.....		204	45	
Passenger earnings per train mile.....		1	23	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.....	122,478			
Number of tons carried one mile.....	863,758			
Number of tons carried one mile per mile of road.....	21,067			
Average distance haul of one ton.....	38.42			
Total freight revenue.....		14,177	32	
Average amount received for each ton of freight.....			63	
Average receipts per ton per mile.....			01	641
Total freight earnings.....		14,177	32	
Freight earnings per mile of road.....		345	78	
Freight earnings per train mile			75	
PASSENGER AND FREIGHT:				
Passenger and freight revenue.....		20,240	04	
Passenger and freight revenue per mile of road.....		494	63	
Passenger and freight earnings.....		22,559	75	
Passenger and freight earnings per mile of road.....		550	23	
Gross earnings from operation		22,559	75	
Gross earnings from operation per mile of road.....		550	23	
Gross earnings from operation per train mile.....			87	
Operating expenses.....		26,834	41	
Operating expenses per mile of road.....		654	49	
Operating expenses per train mile		1	04	

FREIGHT AND TRAFFIC MOVEMENT—North Carolina.

COMMODITY.	Freight Originating on this Road.	Freight Receiv'd from Connecting Roads and Other Carriers	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
PRODUCTS OF AGRICULTURE:			
Grain	35	299	334
Flour	24	221	245
Other mill products	54	142	196
Hay	57	3	60
Tobacco	2	22	24
Cotton	948	9	957
Fruit and vegetables	46	25	71
Cotton factory products	161	25	186
PRODUCTS OF ANIMALS:			
Live stock	10	4	14
Dressed meats	5		5
Other packing-house products	4	56	60
Poultry, game and fish	5	3	8
Wool		1	1
Hides and leather		2	2
PRODUCTS OF MINES:			
Anthracite coal	1	8	9
Bituminous coal	6	15	21
Coke	10		10
Ores	14		14
Stone, sand, and other like articles	3,822	1	3,823
PRODUCTS OF FOREST:			
Lumber	3,531	5	3,536

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight Originat'g on this Road.	Freight Receiv'd from Connecting Roads and other Carriers.	Total Freight Tonnage.
	Whole Tons.	Whole Tons.	Whole Tons.
MANUFACTURES :			
Petroleum and other oils	28	42	70
Sugar	1	48	49
Naval stores	169		169
Iron, pig and bloom	2		2
Other castings and machinery	60	58	118
Bar and sheet metal		14	14
Cement, brick and lime	11	4	15
Agricultural implements	6	10	16
Wagons, carriages, tools, etc	3	9	12
Wines, liquors and beers	42	3	45
Household goods and furniture	34	35	69
Fertilizers	19	1,577	1,596
Merchandise	135	471	606
Miscellaneous: other commodities not mentioned above	9,751	370	10,121
Total tonnage—North Carolina	18,996	3,482	22,478

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line Repre- sented by Capital Stock. Main Line.	Total Mileage Operated.	RAILS.	
			Iron.	Steel.
Miles of single track	41.17	41.17		41.17
Miles of yard track and sidings	2.73	2.73	2.73	
Total mileage operated (all tracks)	43.90	43.90	2.73	41.17

RENEWAL OF TIES.

NEW TIES LAID DURING YEAR:

Oak, first-class—number	3,952
Average price at distributing point.....	30 cts.
Oak, second-class—number	750
Average price at distributing point.....	15 cts.
Total number.....	4,702
Average price at distributing point.....	27.60 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Bituminous			
Passenger	265	265	6,802	77.92
Freight, switching and construction	432	432	27,443	25.23
Total	697	697	34,245	40.70
Average cost at distributing point.....	\$ 2.29			

ACCIDENTS TO PERSONS—North Carolina.

TRAINMEN:

Falling from trains and engines, injured 1

PASSENGERS:

Injured..... 1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges, wooden—number	3
Aggregate length, feet.....	300
Minimum length, feet.....	75
Maximum length, feet	150
Trestles—number	24
Aggregate length, feet.....	1,584
Minimum length, feet.....	12.6
Maximum length, feet	400

Gauge of track, 4 feet 9 inches; 41.17 miles.

PULLMAN'S PALACE CAR COMPANY.**GENERAL OFFICES, CHICAGO, ILLINOIS.****OFFICERS.**

TITLE	NAME.	LOCATION OF OFFICE.
President.....	George M. Pullman.....	Chicago, Ill.
Vice-President.....	Horace Porter.....	New York.
Second Vice-President.....	T. H. Wickes.....	Chicago, Ill.
General Manager.....	George F. Brown.....	Chicago, Ill.
General Superintendent.....	C. A. Garcelon.....	Chicago, Ill.
Auditor.....	F. C. N. Robertson.....	Chicago, Ill.
General Counsel.....	John S. Runnells.....	Chicago, Ill.
Assistant General Counsel.....	W. T. Rankin.....	Chicago, Ill.

SOUTHERN EXPRESS COMPANY.**OFFICERS.**

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	H. B. Plant.....	
Vice-President and Gen'l Manager...	M. J. O'Brien.....	
General Auditor.....	C. L. Loop.....	Memphis, Tenn.
Superintendent.....	W. J. Croswell.....	Wilmington, N. C.
Superintendent.....	O. M. Sadler.....	Charlotte, N. C.
Manager at Raleigh.....	A. P. Bryan.....	Raleigh, N. C.

STEAMBOAT AND CANAL COMPANIES.

ALBEMARLE AND CHESAPEAKE CANAL COMPANY.

Franklin Weld, President.....Norfolk, Va.
 D. S. Burwell, Treasurer.....Norfolk, Va.

FAIRFIELD CANAL COMPANY.

S. B. Sadler.....Fairfield, N. C.

WILMINGTON STEAMSHIP COMPANY.

M. K. King, Manager.....Norfolk, Va.

OLD DOMINION STEAMSHIP COMPANY.

H. A. Bourne, President.....New York.
 John Myers & Sons, Agents.....Washington, N. C.
 J. H. Cooper, Treasurer.....Box 2,170, New York.

HOME TRANSPORTATION COMPANY.

James E. Clark, Treasurer.....Washington, N. C.

CAPE FEAR RIVER TRANSPORTATION COMPANY.

W. S. Cook, Manager.....Fayetteville, N. C.

ALBEMARLE COMPANY.

J. A. Walters, Treasurer.....Portsmouth, Va.

NORFOLK AND SOUTHERN RAILWAY COMPANY.

M. K. King, General Manager.....Norfolk, Va.

CLYDE STEAMSHIP COMPANY.

William P. Clyde & Company.....Philadelphia, Pa.

LAKE DRUMMOND CANAL COMPANY.

S. W. Gary, Superintendent.....Deep Creek, Va.

BLACK RIVER STEAMBOAT COMPANY.

D. J. Black, President.....Wilmington, N. C.

FARMERS' TRANSPORTATION COMPANY.

L. H. Cutler.....Newbern, N. C.

MISCELLANEOUS.

Frank Hitch.....Hamilton, N. C.
 Walter Taft.....Wilmington, N. C.
 J. T. Harper.....Wilmington, N. C.
 I. W. Harper.....Wilmington, N. C.
 Junius Davis, Receiver Bank New Hanover.....Wilmington, N. C.
 Charles L. Ives.....Newbern, N. C.

TELEGRAPH AND TELEPHONE COMPANIES.

POSTAL TELEGRAPH CABLE COMPANY.

OFFICERS.

J. W. Kates, General Superintendent Southern Division.....Richmond, Va.
 Albert R. Chandler, President.....New York.
 P. H. Hughes, Manager at Raleigh, N. C.

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

Norvin Green, President.....New York.
 James Merrihew, General Superintendent Southern Division.....New York.
 J. B. Tree, Superintendent North Carolina Division.....Richmond, Va.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

John E. Hudson, President.....New York.
 James Merrihew, Vice-President.....New York.
 D. J. Carson, Secretary and General Superintendent.....New York.

CAROLINA POSTAL TELEGRAPH COMPANY.

OFFICERS.

J. G. N. Cobb, President.....Bennettsville, S. C.

LINE OPERATED.

Fayetteville, N. C., to Hope Mills, N. C., 8 miles.

NORFOLK AND SOUTHERN RAILROAD TELEGRAPH LINE.

OFFICERS.

M. K. King, General Manager.....Norfolk, Va.

LINE OPERATED.

To, 39 miles.

UNITED TELEGRAPH COMPANY.

OFFICERS.

James M. Wynn, President Murfreesboro, N. C.
 — W. B. Spencer, Treasurer Murfreesboro, N. C.

LINE OPERATED.

Murfreesboro, N. C., to Pendleton, N. C., 6 miles.

OAK RIDGE AND STOKESDALE TELEGRAPH COMPANY.

OFFICERS.

L. A. Dorsett, President Madison, N. C.
 — J. Allen Holt, General Manager Oak Ridge, N. C.

LINE OPERATED.

Stokesdale, N. C., to Oak Ridge, N. C., 6 miles.

LOUISBURG TELEGRAPH COMPANY.

OFFICERS.

— I. J. Cheatham, General Manager Franklinton, N. C.

LINE OPERATED.

Franklinton, N. C., to Louisburg, N. C., 10 miles.

SWEPSONVILLE TELEGRAPH COMPANY.

OFFICERS.

— E. M. Cook, President Swepsonville, N. C.

LINE OPERATED.

Swepsonville, N. C., to Graham Station, N. C., 6 miles.

ELIZABETH CITY AND NORFOLK TELEGRAPH COMPANY.

OFFICERS.

C. Gutrkin, President Elizabeth City, N. C.
 — George W. Cobb, Secretary and Treasurer Elizabeth City, N. C.

LINE OPERATED.

Norfolk, Va., to Edenton, N. C. Seventy-four miles.

CLEVELAND SPRINGS TELEGRAPH COMPANY.

OFFICERS.

J. B. Wilkinson, President.....Shelby, N. C.

LINE OPERATED.

Cleveland Springs to Shelby, N. C. Two miles.

LENOIR AND BLOWING ROCK TELEGRAPH COMPANY.

OFFICERS.

S. F. Harper, President.....Patterson, N. C.

G. T. Harper, General Manager.....Lenoir, N. C.

LINE OPERATED.

Lenoir to Blowing Rock. Twenty-two miles.

PITTSBORO TELEGRAPH LINE.

OFFICERS.

D. S. Hudgings, Superintendent.....Raleigh N. C.

LINE OPERATED.

Moncure, N. C., to Pittsboro, N. C. Twelve miles.

CARTHAGE TELEGRAPH COMPANY.

OFFICERS.

D. S. Hudgings, Superintendent.....Raleigh, N. C.

LINE OPERATED.

Cameron, N. C., to Carthage, N. C. Ten miles.

DURHAM AND NORTHERN RAILROAD COMPANY'S
TELEGRAPH LINE

OFFICERS.

D. S. Hudgings, Superintendent.....Raleigh, N. C.

LINE OPERATED.

Henderson, N. C., to Durham, N. C. Forty-two and one-tenth miles.

TABLE J.—Recapitulation of Earnings, Etc.

NAME OF ROAD.	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Gross Earnings per Mile.	Operating Expenses per Mile.
ATLANTIC COAST LINE SYSTEM :					
Wilmington and Weldon	\$1,637,752 05	\$ 948,526 89	\$ 689,225 16	\$ 3,157 66	\$ 1,828 80
Cheraw and Darlington	17,746 69	14,922 76	2,823 93	1,276 74	1,073 50
Petersburg	59,648 64	40,134 53	19,514 11	8,251 87	5,522 56
Wilmington, Columbia and Augusta ..	213,614 46	153,178 16	60,436 30	3,164 19	2,268 97
Wilmington, Chadbourn and Conway	12,343 72	12,022 30	321 42	476 96	464 54
Norfolk and Carolina	215,627 07	168,175 05	47,452 02	3,261 64	2,543 87
Total	\$2,156,732 63	\$1,336,959 69	\$ 819,772 94		
RICHMOND AND DANVILLE SYSTEM :					
Atlanta and Charlotte Air Line	243,476 90	199,797 98	43,678 92	5,643 81	4,622 21
Atlantic, Tennessee and Ohio	63,437 39	41,156 31	22,281 08	1,441 76	935 37
Asheville and Spartanburg	93,147 56	100,669 90		2,217 80	2,396 89
Charlotte, Columbia and Augusta	38,084 50	32,471 57	5,612 93	3,437 85	2,931 18
High Point, Randleman, Asheboro and Southern	18,452 21	22,005 98		659 00	785 92
Milton and Sutherlin	96 88	336 72		403 69	1,403 33
North Carolina	1,092,813 56	821,276 02	271,537 54	4,900 51	3,632 85
North Carolina Midland	9,561 78	16,343 43	6,781 65	367 76	623 59
Northwestern North Carolina	103,680 41	127,797 60		1,036 80	1,277 97
Oxford and Clarksville	59,218 45	72,644 85		1,208 54	1,482 54
Oxford and Henderson	9,971 88	15,813 27		767 08	1,216 40
Piedmont	421,385 37	221,598 96	199,786 41		
State University	5,593 19	9,522 19		559 32	952 21
Statesville and Western	8,883 45	11,627 26		444 16	581 36
Western North Carolina	792,062 20	560,115 33	231,946 87	2,580 00	1,824 48
Yadkin	22,559 75	26,834 41		550 23	654 49
Piedmont					
Total	\$2,982,425 48	\$2,280,111 78	\$ 781,625 40		
SEABOARD AIR LINE SYSTEM :					
Carolina Central	490,288 79	385,280 84	105,007 95	1,836 29	1,442 99
Durham and Northern	53,081 31	43,743 92	9,337 41	1,257 81	1,036 58
Georgia, Carolina and Northern	613,482 18	711,733 21		2,310 57	2,566 65
Raleigh and Gaston	507,781 97	401,194 45	106,587 52	4,745 62	3,749 48
Raleigh and Augusta	350,900 91	318,464 85	32,436 06	2,942 07	2,670 12
Seaboard and Roanoke	330,276 84	245,419 15	84,857 67	6,432 22	4,786 64
Palmetto	3,419 05	5,692 96		487 87	813 28
Total	\$2,349,231 05	\$2,111,529 38	\$ 338,226 61		

TABLE J—Continued.

NAME OF ROAD.	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Gross Earnings per Mile.	Operating Expenses per Mile.
MISCELLANEOUS:					
Aberdeen and West End	\$ 44,002 00	\$ 32,963 49	\$ 11,038 51	\$ 1,517 00	\$ 1,136 00
Aberdeen and Rock Fish	10,149 51	6,340 25	3,809 26	882 50	551 32
Atlantic and North Carolina	146,477 72	111,492 27	34,985 45	1,541 87	1,173 00
Atlantic and Danville	38,655 00	-----	-----	-----	1,757 00
Cape Fear and Yadkin Valley	478,426 84	358,239 96	125,186 88	1,412 62	1,042 99
Carthage	12,481 54	8,991 46	3,490 08	546 75	476 96
Cashie and Chowan	11,850 00	11,850 00	-----	-----	-----
Charlotte, Cincinnati and Chicago	45,505 31	38,087 00	7,417 35	711 02	595 12
Danville, Mocksville and Southwest'n	1,246 99	1,246 99	-----	-----	-----
East Tenn. and Western N. Carolina— Cranberry Iron and Coal Co.	3,346 59	2,809 62	536 97	1,115 54	936 54
Egypt	1,964 39	4,036 53	-----	245 55	504 00
Jamesville and Washington	2,256 61	2,752 60	-----	376 00	458 00
Norfolk and Southern	303,924 00	193,489 00	110,435 00	3,799 05	2,418 62
Northampton and Hertford	679 37	647 67	31 70	-----	-----
Moore County	5,242 14	3,497 93	1,744 21	749 00	499 00
Norfolk and Western—					
Roanoke and Southern Division -- {	126,557 11	108,308 73	18,248 38	1,449 02	1,240 08
Lynchburg and Durham Division {					
Suffolk and Carolina	26,062 02	33,105 36	-----	1,042 48	848 86
Warrenton	4,102 10	3,671 85	430 15	1,367 00	1,223 00
Wilmington, Newbern and Norfolk	72,770 69	57,070 20	15,700 49	834 05	654 10
Wilmington Sea Coast	13,798 00	12,093 00	1,705 00	1,379 00	1,209 00
Winton	15,955 46	11,802 12	4,153 34	1,329 00	983 00
Wellington and Powellsville	11,068 64	12,591 83	-----	737 00	840 00
Total	\$1,376,522 03	\$1,010,087 86	\$ 338,912 77	-----	-----
Grand total	\$8,864,911 19	\$6,738,688 71	\$2,278,537 72	-----	-----

TABLE K.—Capital Stock, Funded Debt, Etc.

NAME OF ROAD.	Capital Stock North Carolina.	Funded Debt North Carolina.	Capital Stock Per Mile.	Funded Debt Per Mile.	Capital Stock and Funded Debt Per Mile.
ATLANTIC COAST LINE SYSTEM:					
Wilmington and Weldon Railroad and branches-----	\$ 3,000,000 00	\$ 7,316,000 00	\$ 5,784 13	\$ 14,105 00	\$ 19,889 00
Cheraw and Darlington -----	82,578 00	49,703 00	5,940 00	3,575 00	9,515 00
Petersburg-----	152,189 00	188,770 00	21,767 00	27,000 00	48,767 00
Wilm'gton, Columbia & Augusta--	337,550 00	562,583 00	5,000 00	8,333 00	13,333 00
Wilm'gton, Chadbourn & Conway--	83,443 00	107,833 00	3,224 00	4,166 00	7,390 00
Norfolk and Carolina-----	903,965 00	795,489 00	13,673 00	12,032 00	25,705 00
Total -----	\$ 4,559,725 00	\$ 9,020,378 00			
RICHMOND AND DANVILLE SYSTEM:					
Atlanta and Charlotte Air Line----	272,000 00	880,000 00	6,255 00	20,465 00	26,720 00
Atlantic, Tennessee and Ohio-----	400,000 00	150,000 00	9,090 00	3,409 00	12,500 00
Asheville and Spartanburg -----	703,500 00	479,050 00	16,789 97	11,433 17	28,223 00
Charlotte, Columbia and Augusta--	149,524 00	174,000 00	13,002 07	15,130 00	28,132 00
High Point, Randleman, Ashboro and Southern-----	250,000 00	402,000 00	9,250 00	14,880 00	24,130 00
Milton and Sutherlin-----	1,200 00	156 00			
North Carolina-----	4,000,000 00		17,700 00		17,700 00
North Carolina Midland-----	650,000 00	390,000 00	25,000 00	15,000 00	40,000 00
Northwestern North Carolina ----	1,440,600 00	1,500,000 00	14,406 00	15,000 00	29,406 00
Oxford and Clarksville-----	1,000,000 00	750,000 00	20,275 00	15,206 00	35,481 00
Oxford and Henderson-----	325,000 00	195,000 00	25,000 00	15,000 00	40,000 00
Piedmont-----	1,500,000 00	1,000,000 00	31,250 00	20,833 00	52,083 00
State University-----	31,300 00		3,130 00		3,130 00
Statesville and Western-----	500,000 00	300,000 00	25,000 00	15,000 00	40,000 00
Western North Carolina-----	8,000,000 00	7,966,000 00	26,066 00	25,955 00	52,021 00
Yadkin-----	625,000 00	615,000 00	15,243 00	15,000 00	30,243 00
Total -----	\$19,848,124 00	\$14,801,206 00			
SEABOARD AIR LINE:					
Carolina Central-----	1,200,000 00	5,152,000 00	4,335 00	19,485 00	23,820 00
Durham and Northern-----	290,100 00	150,000 00	6,879 00	3,554 00	10,433 00
Georgia, Carolina and Northern----	28,755 00	287,933 00	2,010 00	20,135 00	22,145 00
Raleigh and Gaston-----	1,500,000 00	1,000,000 00	15,463 00	10,309 00	25,772 00
Raleigh and Augusta-----	873,600 00	1,000,000 00	8,143 00	9,322 00	17,466 00
Roanoke and Tar River-----	5,150 00	260,000 00	159 00	8,049 00	8,208 00
Seaboard Roanoke-----	301,891 00	643,127 00	16,025 00	38,014 00	54,039 00
Palmetto-----	115,384 00		16,483 00		16,483 00
Total -----	\$ 4,314,880 00	\$ 8,493,060 00			

TABLE K.—Capital Stock, Funded Debt, Etc.—Continued.

NAME OF ROAD.	Capital Stock North Carolina.	Funded Debt North Carolina.	Capital Stock per Mile.	Funded Debt per Mile.	Capital Stock and Funded Debt per Mile.
MISCELLANEOUS:					
Aberdeen and West End	\$ 150,000 00	\$	\$ 5,042 00	.....	\$ 5,042 00
Aberdeen and Rock Fish	46,300 00	12,680 00	4,200 00	.....	4,200 00
Atlantic and North Carolina	1,797,200 00	325,000 00	18,921 00	3,421 00	22,342 00
Cape Fear and Yadkin Valley	1,972,900 00	4,922,700 00	6,011 00	15,000 00	21,011 00
Carthage	16,050 00	28,854 00	1,605 00	2,885 00	4,490 00
Chester and Lenoir	230,010 00	173,500 00	3,686 00	2,780 00	6,466 00
Cashie and Chowan	100,000 00				
Charleston, Cincinnati and Chicago					
Danville, Mocksville and S'western	50,300 00	.....	6,275 00	.....	6,275 00
East Tennessee and Western N. C.	44,283 00	22,056 00	14,761 00	7,352 00	22,113 00
Egypt	125,000 00	108,000 00	13,888 00	12,000 00	25,888 00
Glendon and Gulf	300,000 00				
Hamilton Railway	80,000 00				
Jamesville and Washington	100,000 00	95,000 00			
Marietta and North Georgia	307,086 00	235,053 00	23,623 00	18,081 00	41,704 00
Moore County	30,000 00				
Northampton and Hertford	25,000 00				
Norfolk and Southern	1,573,600 00	491,750 00	18,759 00	5,862 00	24,662 00
New Hanover Transit Company	15,000 00				
Norfolk and Western—					
Roanoke and Southern Division	881,824 00	800,000 00			37,373 00
Lynchburg and Durham Divis'n	685,196 00	700,000 00			33,785 00
Suffolk and Carolina	256,410 00	89,743 00	10,256 00	3,589 00	13,845 00
Suffolk Lumber Company	20,000 00				
Warrenton	12,300 00	8,000 00	4,100 00	2,666 00	6,766 00
Wilmington, Newbern and Norfolk	1,200,000 00	1,150,000 00	13,753 00	13,180 00	26,933 00
Wilmington Sea Coast	150,000 00	20,000 00			
Wellington and Powellsville	25,000 00				
Winton	30,000 00				
Total	\$10,223,459 00	\$ 9,182,336 00			
Grand total all roads	\$38,946,188 00	\$41,496,980 00			

TABLE L.—Accidents to Persons.

NAME OF ROAD.	PASSEN- GERS.		EM- PLOYEES.		TRES- PASSING.		NOT TRES- PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
ATLANTIC COAST LINE SYSTEM:										
Wilmington and Weldon-----										
Cheraw and Darlington-----		4		3						7
Wilmington, Columbia and Augusta-----		4	1	13	3	7		1	4	28
Wilmington and Weldon-----										
Norfolk and Carolina-----	1	1							1	1
Total-----	1	9	1	16	3	7		1	5	33
RICHMOND AND DANVILLE SYSTEM:										
Atlanta and Charlotte Air Line-----				8						8
Atlantic, Tennessee and Ohio-----				1		1				2
Asheville and Spartanburg-----			1	3	1	1		1	2	5
Charlotte, Columbia and Augusta-----				1						1
High Point, Randleman, Asheboro and Southern-----				2						2
North Carolina-----		5	3	60	11	21	1	2	15	83
North Carolina Midland-----				6						6
Northwestern North Carolina-----				8	1	1			1	9
Oxford and Clarksville-----				4		1				5
Western North Carolina-----			1	47	1	4		1	5	52
Yadkin-----		1		1						2
Total-----		6	5	141	17	29	1	4	23	175
SEABOARD AIR LINE SYSTEM:										
Carolina Central-----		1	1	2	4	1			5	4
Durham and Northern-----										
Georgia, Carolina and Northern-----		14		82	1		3		4	96
Raleigh and Gaston-----	2	2	2	9	2				6	11
Raleigh and Augusta-----			2	4			1		3	4
Seaboard and Roanoke-----		3	1						1	3
Total-----	2	20	6	97	7	1	4		19	118
MISCELLANEOUS:										
Chester and Lenoir-----		1		1						2
Cape Fear and Yadkin Valley-----	1	1	4			1			5	2
Norfolk and Southern-----		1		3						4
Wilmington, Newbern and Norfolk-----					1				1	
Total-----	1	3	4	4	1	1			6	8

STATISTICS OF RAILWAYS IN THE UNITED STATES.

(Compiled from Statistician's report to the Interstate Commerce Commission, June 30, 1893.)

MILEAGE.

The Railway mileage of the United States—

1890	163,597.05
1891	168,402.74
1892	171,563.52
1893	176,461.07

EQUIPMENT.

LOCOMOTIVES.

Number in passenger service	8,957
Number in freight service	18,599
Number in switching service	4,802
Number unclassified	2,430
Total	34,788

CARS.

Number in passenger service	31,384
Number in freight service	1,013,307
Number in company's service	40,917
Number in fast freight service	34,270
Number leased	154,068
Total	1,273,946

EARNINGS FROM OPERATION.

Gross earnings from operation	\$ 1,220,751,874
Operating expenses	827,921,299
Income from operation	\$ 392,830,575
Income from other sources	149,649,615
Total income	\$ 542,480,190
Total deductions from income	431,422,156
Net income	\$ 111,058,034
Gross earnings per mile operated, \$7,190.	
Operating expenses per mile operated, \$4,876.	

EMPLOYEES.

Total number employed	873,602
515 per 100 miles of line.	

ACCIDENTS.

Employees—killed	2,727
Employees—injured	31,729
Passengers—killed	299
Passengers—injured	3,229
Other persons—killed	4,320
Other persons—injured	5,435
Total killed	7,346
Total injured	40,393

GENERAL BALANCE SHEET.

(Of the Railways of the United States for the year ending June 30, 1893.)

ITEM.	Amount.	Increase.
ASSETS.		
Cost of road	\$ 8,415,491,543	\$ 215,398,981
Cost of equipment	522,054,217	32,063,936
Stocks owned	637,107,244	22,832,201
Bonds owned	336,712,255	55,632,352
Cash and current assets	403,979,166	8,596,219
Materials and supplies	75,755,170	918,508
Sinking fund and sundries	127,327,910	3,192,898
Miscellaneous	753,836,856	13,638,259
Total	\$11,272,264,361	\$ 307,804,398
LIABILITIES.		
Capital stock	\$ 4,630,457,481	\$ 51,886,022
Funded debt	5,266,318,961	170,308,600
Current liabilities	604,248,946	70,379,552
Accrued interest on funded debt not yet payable	26,415,861	404,486
Miscellaneous	521,601,002	20,877,838
Profit and loss	223,222,110	5,243,128
Total	\$11,272,264,361	\$ 307,804,398

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